SPY PHOTO! First look: Harley-Davidson Superbike

CYCLE NEWS®

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FLORIDA WINTER OLYMPICS
Windham blows 'em away

L.A. B-to-V Dual Sport Ride
Tire testing at Daytona
Test: Suzuki RM125

TIME DATED MATERIAL MAILED DECEMBER 7, 1993

IN THE WIND By Papa Wealey

Guy Cooper (Suz) sewed up the World Supercross Championship at the final round in Geneva, Switzerland, December 3-4. South African **Greg Albertyn**, Cooper's only rival for the crown, sat out the event with the flu, but Cooper put on an inspiring performance nonetheless. In Friday night's points-paying race, the 31-year-old suffered a midpack start and a crash, but charged through with bent handlebars to a fourth-place finish. **Larry Ward** (Suz) won, with **Steve Lamson** (Hon) finishing second. American **Ron Tichenor** (Suz), who has been contesting the Japanese National Championships for the past year, placed third, and Dutchman **Pedro Tragter** (Suz) was fifth behind Cooper. Ward won again in Saturday's exhibition race, followed by Lamson, **Ron Lechien** (Kaw), **Ryan Hughes** (Kaw), and **Erik Kehoe** (Hon).

Ty Davis (Kaw) scored the overall and 250cc Pro class win at the **U.S. World Championship Hare Scrambles** in Laughlin, Nevada, November 4. The event was the last round of the Casey Folks Best in the Desert Series. Davis crossed the finish line with one minute and 18 seconds to spare over **Danny Hamel** (Kaw), who scored the 500cc Pro class win. **Greg Zitterkopf** (KTM) finished third overall and second in the 250cc division while **Dave Ondas** (KTM) grabbed fourth overall and second in the 500cc division. Completing the top five was 500cc class rider **John Flores** (Hon). **Scot Harden** (KTM) scored the Over-30 class victory and was seventh overall, while **Steven Tichenor** (Suz) topped the 125cc class and was 18th overall. Davis completed the 95-mile race in three hours and 10 minutes.

Brit **Robert Dunlop** (Yam) beat countryman **Jeremy McWilliams** (Yam) to win the Indonesian Motorcycle Grand Prix, an international road race held at the Circuit Sentul in Indonisia, December 5. England's **Steve Hislop** (Yam) finished third with New Zealander **Andrew Stroud** (Yam) and Californian **Chuck Graves** (Suz) commpleting the top five.

AMA Superbike National Champion **Doug Polen** was at the Dunlop tire test session at Daytona International Speedway on December 1-3 and, though he wouldn't confirm or deny his plans for 1994, it appears that he'll be heading to the World Superbike Championship aboard a factory Honda RC45. Polen said he had been released from his contract with the Cagiva factory on Wednesday, December 1, but that he hadn't signed with anyone and that the announcement would be made once that was done. "By the middle of next week," was when he said it would become official. What was holding it up was "my signature on a piece of paper. It's headed in that direction." He added that "they play the same way I do," in reference to their being in agreement on the timing of the announcement. Polen will be teamed with former Muzzy Kawasaki World Superbike rider **Aaron Slight** and plans to make his debut with the team at the Daytona 200. The major hold-up had been Cagiva releasing him from the second year of his two-year contract. It was believed that Cagiva wanted to be paid to be bought out of the contract. Whether it was done or not isn't known since highly-placed sources in both camps have given conflicting reports. The split appears to have been an amicable one since Polen spent a great deal of time with Eraldo Ferracci and his team during the three-day test. Polen's company also manages **Jason Pridmore** and **Larry Pegram**, both of whom got test rides aboard the Ferracci Ducatis. He also said he was working on other deals for them and that there were "a few more slots to finish." At Daytona, Polen fitted his on-bike camera equipment to a Camel Commonwealth Honda RC30 which **Kevin Magee** rode for several laps. The footage will be used in the motorcycle simulator that travels to the races in the Smokin' Joe's promotional trailer.

"'I'm down here just to try a Superbike," **Jason Pridmore** said at Daytona prior to his stint aboard the Fast by Ferracci Ducati 888. Pridmore didn't view the ride as a try-out, though he added "I thought there might be a chance. I talked to Ferracci about leasing one. I have some private people working to help me. I got the offer from Doug Polen to ride a superbike. I didn't get as many laps as I wanted. I have to leave tomorrow (Friday) morning. I was hoping to get more laps. They flew somebody in from Australia and me and Larry (Pegram) had to split the bike. We were being courteous to each other and only doing six or seven laps at a time. We weren't burning up the bike or tires. It was great. I did a 55 flat. It was the first time I was on a superbike and I'd never ridden a Ducati. It's definitely a faster machine. I think I could find another two or three seconds if I could get the bike set up for me. There's a big difference between my weight and Larry's. I had something going that session where I could have gotten down to 54's and 53's and then the battery broke. I've still got a lot of options open right now. There are a lot of good riders and not enough seats. I'm looking forward to getting on something real good. I wanted a supersport deal with Kawasaki, 600 and 750 and maybe ride their endurance bike."

The indignity of the three-day Daytona tire test was suffered by Yoshimura Suzuki's **Britt Turkington**. The Texan crashed his Suzuki GSXR750 Supersport machine in front of one of the Speedway tour vans and the Suzuki photographer, Tom Riles, on Thursday afternoon. The tourists in the van applauded wildly. "I think they thought it was part of the tour," Turkington said. He was able to return to the pits under his own power.

Rob Muzzy and **Scott Russell** turned a salesman at Jim Peacock Chrysler-Plymouth into the happiest man in Daytona Beach on Friday, December 3. During the test session's lunch break, the pair went to the dealership and each bought a Dodge Viper worth about $60,000. Russell's father drove his back to Georgia on Friday afternoon and Muzzy was planning on shipping his back to Bend, Oregon.

Former Commonwealth Camel Honda rider **Tom Kipp** attended the Daytona test, "doing a little scouting, I guess. Right now I have nothing nailed down, " he said. "I'm forced to play the waiting game, check things out. In one sense it's late because a lot of positions are filled up. There are a lot of things that can happen. I've been talking to people overseas and have one or two options in Japan and one or two in Australia. I'd like to stay in the States if I can get on the equipment that could do the job. I'd like to stay here and get my momentum back up on the race tracks that I know." Kipp said out most of 1993 with a series of racing injuries, the last one coming at Brainerd. "Physically I'm doing well. I really didn't start therapy until a month ago. I had surgery two and a half months ago and it did the trick. There's been a lot of progress since then. In the next month and a half I should be 100% to where I can run. They took a chunk of bone out of my fibula and reamed out the whole length of the tibia and put in a 14-inch titanium rod. The sole reason was a bone graft. When the reamer came out it blew healthy bone tissue into the fracture site. There's been plenty of bone growth." Kipp said the rod would stay in his leg for a year or a year and a half. He also said that the right foot that he broke at Brainerd was fine six weeks later and that it was now more flexible than his left foot. "It's just been a frustrating thing, this last five, six months."

As ususal, changes, changes and more changes are taking place in dirt track racing circles, but no one wants to talk about them! So far, reports have former Team Harley-Davidson rider **Kevin Atherton** and **Larry Pegram** leaving the Texas Harley-Davidson team fielded by **Skip Eaken**. It is rumored that Atherton elected to leave the team in favor of a lucrative deal with a Michigan-based team, while Pegram is in search of a road race ride.

Another rumor has **Larry Pegram** working on a deal with **Johnny and Sarah Goad** to ride the second Team Undo Honda RS750; thus far, only **Brett Landes** is confirmed to return to the team in '94. But what about Grand National Champion **Ricky Graham**? He's not saying what his plans are yet, but don't be surprised to see "Ricky G" on a Honda road racer in '94.

With the departure of Kevin Atherton and Larry Pegram, what's **Skip Eaken** to do? According to former factory Honda mechanic Eaken, he has been negotiating with Rock Island, Illinois' **Davey Camlin**. "I'm very impressed with Davey's enthusiasm," said Eaken. "He had some strong performances on the mile tracks last year, and I think that if we can get a good sponsorship package together, we'll be a force to be reckoned with." Interested sponsors may reach Eaken at 216/527-5498.

Senator Ben Nighthorse Campbell will serve as the Grand Marshall at the Modified Motorcycle Association's **15th Annual California Capitol Toy Run**, December 12. The run winds through the streets of Sacramento, California, and will benefit the Toys for Tots Program. For more information call 916/363-4944.

Former *Cycle News* Graphic Artist and professional speedway racer Jimmie O'Dell informed us that his father, **Jimmie O'Dell, Sr.** passed away on November 29 in Grandin, Missouri, after a short battle with a non-operable esophageal cancer. In his youth, O'Dell was an AMA National High Point Novice and Amateur class winner before earning a factory Triumph ride in the late 1950s. After retiring from racing, O'Dell sponsored and tuned for a number of riders, including Sammy Tanner, who rode O'Dell's BSA Goldstar to victory at the 1966 Elkhorn National. In leiu of cards and letters, O'Dell Jr. requests that donations be made in memory of his father to the Clayton Foundation at 2201 Cherry Ave., Long Beach, CA 90806.

Roy Turner, Kawasaki's MX race team manager, wanted to set the record straight about MXer **Ryan Hughes**, who recently switched from wearing Kawasaki factory team colors to wearing those of the Splitfire/Hot Wheels/Pro Circuit/Kawasaki team. "Some people have been saying that Ryan was 'fired,' or 'demoted' to the Splitfire team, but that is just not the case at all. Totally untrue," said Turner. "It was at his own request to ride for Mitch Payton's Splitfire team. Our (Kawasaki's factory team) main effort is geared towards the 250cc class, so Hughes thought it would be in his best intrests for him to join the Splitfire team, since their main focus is the 125cc championships (Western Regional 125cc Supercross and outdoor National Series). This is an important year for him, and he feels that in lieu of the Splitfire team's excellent track record (four 125cc Supercross Championships) he could do better with them. There, they can focus all of their effort on him - testing, etc.. We (Kawasaki) back the Splitfire team and Ryan 100%. Ryan will still get a factory bike from us and we'll still pay him a salary. Right now, he is on his second year of a two-year contract. Our 125cc program works in conjunction with Mitch; basically, we're doing it through him - not in-house. The bottom line is that in no way did we fire, can or demote him. It is just really discouraging to hear people say this, especially when no one has talked to me about it."

Once again, the editorial staff claimed the top positions at the annual *Cycle News* Staff "Grudge" Race, held in conjunction with the Racing Enterprises Christmas GP at Carlsbad Raceway in Carlsbad, California, December 5. Associate Editors **Donn Maeda**, **Chris Jonnum** and **Kit Palmer** scored the top three spots, respectively, while the top finishing "ad guy" was fifth-placed **Mark Thome**. Once again, Editor **Paul Carruthers** came out on top in his yearly duel with National Accounts Manager **Terry "Vintage" Pratt**. Carruthers fin-

WERA Pro Series announces EBC Triple Crown

WERA has released a tentative schedule for the five-round 1994 WERA Pro Series, featuring an EBC-backed Triple Crown that will award $60,000 in purse money with the winners set to take home $20,000.

The series will begin at Road Atlanta on April 24 before moving to Shannonville Motorsports Park in Shannonville, Ontario, Canada, on June 26. The third round of the series will take place at Pocono International Raceway in Pocono, Pennsylvania on August 7 before heading to Portland International Raceway in Portland, Oregon, on August 28. The series will conclude on October 30 at Road Atlanta. A sixth round was originally scheduled for Road America in Elkhart Lake, Wisconsin, but that has been removed from the schedule.

According to WERA's Doug Gonda, WERA tried hard to make the schedule so that it would be easier for teams competing in the AMA National Championship Series to race in the Pro Series events. The EBC Triple Crown Championship will be based on the performance of both riders on a two-rider team. The Triple Crown F-USA races will be held at Pocono, Portland and the final round at Road Atlanta.

"We're hoping the factory teams will race in the Triple Crown," said Gonda. "But we also hope to encourage the formation of top privateer teams to compete in the series. It could be a great opportunity for some of those riders."

Larry Lawrence

ished seventh, Pratt was ninth. Tainting the editorial staff's celebration was Assistant Editor **Scoyt Rousseau**, who completed the field and broke the advertising department's three-year streak of last-place finishes. Needless to say, Western Sales Manager **Tom Gonter** was a *very* happy man. A special thanks to the Racing Enterprises staff, as well as to Rob Healy of N-Style for providing our race digits.

Santa Smith? **Joel Smith**, General Manager of Glen Helen Raceway in San Bernardino, California, is offering "a special gift to all the riders who supported Glen Helen Raceway throughout th 1994 season." The motorcycle park will be open to all riders, free of charge, on December 26, 8:00 a.m. to dusk. For more information call 909/880-3090.

EBC Brakes has renewed its long-running affiliation with AMA/CCS and will be the title sponsor for the 1994 AMA/CCS EBC Brakes Unlimited Team Challenge Series. The Unlimited Team Challenge replaces the GTO Endurance Challenge Series and will feature over $30,000 in EBC Brakes prize money. There will also be an AMA/CCS Middleweight Team Challenge, which will replace GTU and run as a separate series. The equipment rules for the two "new" series will parallel the GTO and GTU classes.

Construction of China's first road racing facility began on November 23. Located at the southern tip of China's Guangdong Province in the city of **Zhuhai**, the track is a 10-minute drive from Macau and 36 nautical miles from Hong Kong. Among those in attendance at the ground-breaking was IRTA (International Racing Teams Association) chief executive officer **Paul Butler.** The 2.74-mile circuit will host its first race in 1996, and is hoping to attract a round of the World Championship Road Race Series.

There's a few changes in the **1994 World Championship Road Race Series** calendar, according to a release from the FIM. The GP scheduled for May 22 will be held at the Salzburgring in Austria; the Italian GP at Mugello will take place on July 3; the French GP on July 17 will be held at Le Mans; the Brazilian GP will be held on September 25 and the Argentine GP will take place on October 2. The new GP calendar also lists the site of the United States Grand Prix as "to be confirmed" instead of Laguna Seca, which was listed in previous releases.

According to AMA's District 36, Governor **Pete Wilson's** appointees within the California State Parks and Recreation Department and the Resource Agency have made it clear that they intend to wipe out all OHV grants to the U.S. Forest Service and the BLM in the governor's proposed 1994 budget. California has "stolen" over $54 million from the OHV Fund already, according to D-36. In the past two years, over $25 million was taken, including all grants for new OHV projects, but funds to operate and maintain existing OHV areas were left alone. Wilson made a campaign pledge to protect the OHV Fund, which he did in his first year. In 1991 and '92, Wilson allowed the legislature to modify his budget to take 25 million dollars from the OHV fund. Now Wilson's appointees, including Parks Director Donald Murphy and Resources Secretary Douglas Wheeler, are proposing to remove the entire OHV Grant program from Wilson's budget. Without these grants to the Forest Service and the BLM, as well as cities and counties and local agencies, virtually all OHV riding areas in California are threatened with closure. Those opposed to the action should call and write Wilson's office from now until Christmas, and demand that the Parks Department learn to live within their own means instead of robbing a fund which was paid for entirely by OHV users. Contact Governor Pete Wilson at the The State Capitol, Sacramento, CA 95814. Call 916/445-2841 or fax 916/445-4633.

Defending 125cc World Enduro Champion **Paul Edmondson** has signed a one-year contract to ride Spanish-built Gas-Gas motorcycles in the '94 World and British Championship rounds, as well as the ISDE in Tulsa and other selected events. The company, which also sponsors World Observed Trials Champion **Jordi Tarres**, lured the Brit away from Husqvarna, his sponsor for the past three years.

The **Southern California Flat Track Association** will be holding an open practice on the new short track at Sunrise Cycle Park near Adelanto, California on December 11. Practice starts at noon. For more information contact Dennis Voll 714/ 956-0556.

Malcolm Hill, president of **American Motorcycle Racing Teams**, Inc. (AMRT), has announced that the organization has signed a multi-year licensing agreement with KWB Marketing Group, makers of Turn One apparel. Under the agreement, KWM will be authorized to produce special apparel for AMRT member teams - Camel Commonwealth Honda, Team Muzzy Kawasaki, Vance & Hines Yamaha, Yoshimura Suzuki and Fast By Ferracci Ducati. The line of merchandise is expected to debut at the Dealernews Expo in Cincinnati, Ohio, in February.

As expected, the AMA has officially reversed their decision to incorporate a supercross-style single-moto format for the '94 National MX Series, and will continue to use the traditional format of **two 30-minute plus two-lap motos**. The single-moto plan, which was tested at the San Bernardino, California, round in '93, was said to be better for television, and was initially approved by the promoters. Team managers protested that a single 30-minute plus two-lap moto would not be enough to adequately test the riders, prompting the promoters and the AMA to reconsider. Though the plan has officially been "temporarily put on hold," it is doubtful that it will appear again in the near future.

FORMED: Pit Pro Cycle Service and Supply, an at-the-track race support service, by former pro motocrosser R Wageman. The company will be an official representative for Pro Circuit Racing products, offering free product test rides at selected races in southern California. For more information call 805/255-5101.

BORN: Kasey Madison Holcomb, daughter of Bryar Holcomb and his wife Joyce, in Panorama City, California, November 22. Holcomb was a top National MX contender in the early 70s, and is now the owner of Factory Effex, a motocross graphics company.

BORN: Megan Kathryn Houpt, daughter of Joe Houpt and his wife, Kathryn, in Milwaukee, Wisconsin, November 3. Houpt is the manager of Suburban Motors Racing, sponsor of National dirt trackers Jim Sumner and Bret Beyer.

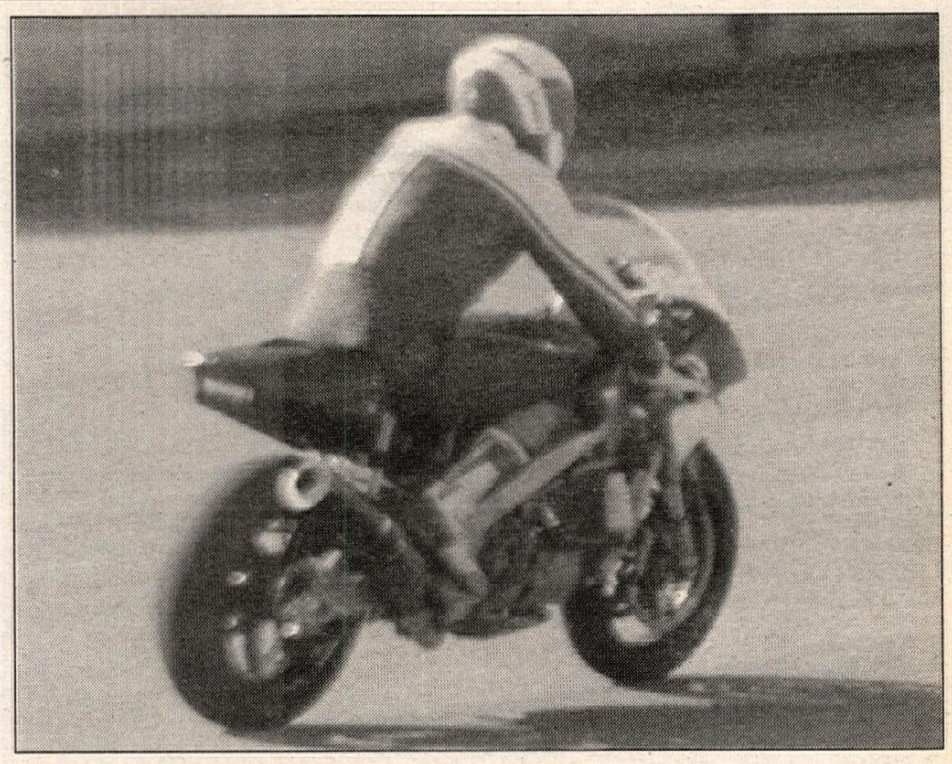
BORN: Amber May Felicio, daughter of former Grand National dirt tracker Chad Felicio and his wife, Theresa, in Monterey, California, December 1.

MOVED: Metzeler Motorcycle Tire North America Corporation, to 410 Eagleview Blvd., Suite 106, Exton, PA 19341, 215/458-9662, FAX 215/458-9663. Metzeler President Greg Blackwell reports that former Racing Manager Jim Vick did not relocate with the company, and no longer represents Metzeler in any way.

APPOINTED: White Bros. Inc., as an official distributor of Pro Sport street and off-road apparel and accessories. For more information contact White Bros. Inc., 24845 Corbit Pl., Dept. CN, Yorba Linda, CA 92687, 800/854-1899.

FORMED: Safford Design, a full-service product design, advertising and catalog agency, by former Axo Sport employees Kenny Safford and Rob Underwood. For more information contact Safford Design, 27833 Avenue Hopkins # 2, Dept. CN, Valencia, CA 91355, 805/257-4132.

NAMED: Holeshot Engineering, as an authorized Race Tech Suspension Center. For more information contact Holeshot Engineering, 364 S. Arlington St., Dept. CN, Akron, OH 44306, 216/253-7455, FAX 216/253-7686. CN



First look: Harley-Davidson VR1000 Superbike

Only two days after signing their number one rider, Miguel DuHamel, Harley-Davidson tested its fuel-injected 1000cc, water-cooled, V-twin Superbike in a closed test session at Daytona International Speedway. According to eye-witness accounts, the VR1000 was ridden mostly by team manager Steve Schiebe, a former club-level road racer, on Sunday, December 5. DuHamel was expected to ride the bike for the first time on Monday, December 6. Eye witnesses also said the bike spent the majority of Sunday in the garage area and did only a few laps of the complete race track, with testing limited mainly to the infield section of the superspeedway.

Harley-Davidson is still keeping tight-lipped about that project, but were more than willing to talk about the signing of DuHamel. The French Canadian has signed a one-year deal to ride the VR1000 in the1994 AMA Superbike National Championship, though the pairing won't race until Harley feels the VR1000 is competitive. They will also name a second rider prior to Christmas, according to public relations man Art Gompper.

"We are looking into the possibility of a second rider," Gompper said via a conference call on Friday, December 3. "We have narrowed it down to three choices."

"We have set Daytona as our goal (for a debut), but we will answer that in the next few weeks. Miguel will be testing the bike for us soon."

DuHamel is prepared to do what it takes to get the bike competitive: "The Harley deal was a good deal for me," the two-time AMA/CCS 600cc Supersport Champion said. "I like racing in the U.S. and there's a lot of enthusiasm around Harley-Davidson about this project. I want to do a good job for Harley-Davidson. We will do a lot of testing and I hope we can go to the race track and try and suprise some people. But I'm realistic; there are a lot of good teams in the series."

As of Friday, December 3, the day he signed the contract, DuHamel had yet to ride the new bike: "I've sat on it," he said. "It's very comfortable. Now there's a new one, but I haven't seen it yet."

When asked if the possibility of not starting the season with everyone else in the Daytona 200 would prove to be frustrating, the 25-year-old DuHamel said. "I don't see it as frustrating. If the team's not ready we won't race - there's no reason to want to race if they don't feel we're ready. I'll be more than happy to test until we're ready. Since I knew that from the start, I won't be disappointed."

Reportedly, DuHamel is now the highest paid AMA Superbike rider: "A lot of people say that, but I don't know what the others are being paid," DuHamel said. "I'm confident that I'm being well paid for the job."

According to Gompper, the bike will feature cosmetics designed, in part, by Willie G. Davidson and will have, "a very Harley-Davidson look." Gompper said we can expect to see the familiar orange, black and white color scheme when the bike makes its racing debut.

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ON THE FRONT PAGE:

Kevin Windham (511) leads the pack to the first turn at the Florida Winter National Olympics. For complete coverage see page 6. Photo by Mike Adair.

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VOICES Letters to the editor

WERA congrats

Recently 35 WERA National Championships were decided. Although all WERA riders can't be awarded titles, they are all champions in my book. This year's group of riders and teams displayed the greatest amount of courage I've ever seen on any playing field.

Special recognition should go to the Virginia Breeze Racing team for persevering in the face of tragedy. The team braved the odds and stuck together as a team and as friends. The tears that flowed at the WERA banquet said it all. Here's to you Jay Bartlow, Jim Tribou, Charlie Safley, Taylor Massey, Chris Morse and the team. You're a class act.

Congratulations to Chuck Graves, new Formula USA Champion. he's tough, he's a fighter and he'll be back. And new Formula II Champion Rich Oliver has proven himself once again as one of the most dominant riders in the series.

After earning the 1100cc Suzuki Cup title at the Metzeler GNF, Kurt Hall announced his retirement. Kurt has won just about everything there is to win in WERA racing. Although we'll miss seeing him race, he will be a major player as WERA's operational manager.

A hearty congratulations to Tommy and Nicky Hayden, two young brothers who are World Champions in the making. ...And to Rodney Fee and Nancy Delgado. These Formula III pilots always put on a show.

I'll conclude with special cheers to Michael Martin, Lee Shierts, Joe Brett Williams, David Sadowski, Chris D'Aluisio, Kevin Rentzell, Tray Batey, Fritz Kling, Chuck Sorenson, John Ashmead, Michael Barnes, David Stanton, Gerald Rothman, Steve Patterson, Steve Doolin, Jeff Leonard, Sharon Earthman, Suzanne D'Angelo, Letha Jeffers, Cathy Creighton, Carolyn Ostrander, all the endurance teams and all the other 3975 WERA riders. You're all champs. Can't wait till next year.

Brenda Taylor
WERA Pro Series media director
Truckee, CA

Strong thanks

I would like to thank everyone for all the donations. I never expected such an overwhelming response. These have been the best years, with all the good friends and competition I've had. It would be impossible to thank everyone individually, so I'm thanking you this way. Thanks again.

Kirk Strong
National #81
Edmonds, WA

Strong suffered two broken femurs and a broken pelvis in a crash at the Bellingham Short Track round of the 600cc National Championship on September 11. Strong is recovering well and turned in his wheelchair for a pair of crutches last week...Editor.

Mixed feelings

It is with mixed feelings that I note the return of DuQuoin, Illinois, to the Grand National Championship circuit. While I am glad to have another race in the Midwest that is within range of my home, I am not happy at all that the Memorial Day Springfield Mile weekend was sacrificed to accommodate DuQuoin.

Visiting Springfield for Memorial Day was a tradition for fans, racers and the Springfield locals alike. I do not know of the politics involved in the decision, but I, for one, hope that things are resolved so that both tracks can have their respective weekends in the 1995 season. If rain-outs and delays were a consideration, DuQuoin has an even worse rain-out history than Springfield.

The second reason I have mixed feelings is because the last event I attended at DuQuoin (1989) was a bit of a disappointment. Between the Keystone Cops style of officiating and the overly long and largely unnecessary delays, many fans left the track later than expected with a bad taste in the their mouth. Myself included.

I am sure that many of us fans are hoping for a "new and improved" DuQuoin this year, with better and more reasonable officiating. Let's cut the politics before it destroys dirt track racing for good.

Dennis Wendt
Waupun, WI

According to Denise Hartley, the executive director of the Illinois Motorcycle Dealers Association, the reason the Springfield Mile lost its Memorial Day weekend date is because the remodeled grandstands won't be finished. "We're going to take the race to DuQuoin for Memorial Day, but we're still running Springfield on Labor Day. In May of 1995 we'll be back in Springfield for the normal Memorial Day date," Hartley said. "This is just a one-time deal because of circumstances beyond our control." Although the DuQuoin Mile is on the AMA schedule, Hartley has yet to sign a contract. She was scheduled to do so, however, on Tuesday, December 7...Editor.

Thanks

To make a dream come true is a difficult task. But to make it possible to relive that dream is another matter. So to just say thanks isn't quite enough. As we all know, it takes a lot of work and support to get through a year of racing - no matter where you finish. After almost a 20-year layoff, I thought my racing days were over, but thanks to the 883 class, Harley-Davidson and the AMA made it possible for myself and others who still love the sport to return and relive the dream.

I would like to take this opportunity to say "thanks" to the man who made it possible for me to ever consider a return to the sport and that is Bill Bartels of Bartels' Harley-Davidson. He also helped me when I was a novice in the '70s by getting me a ride on a Harley-Davidson Sprint at Ascot Park.

Also, I would like to thank some of the many people who helped in the endeavor: Merle Bartels, Scott Bartels, Will the machinist at Bartels' Performance Products, Vanson Leathers, Bruce Porter from Arai Helmets, Mark Mitchell of Penzoil and last by not least, Kent Truman for all his time and effort.

Although this was not a championship-winning year, I did meet a lot of good people and I learned a lot. See you all in the spring.

Rick Hutchins
Los Angeles, CA

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Windham wicks it up

By Mike and Anne Adair

GAINESVILLE, FL, NOV. 22-27

Kevin Windham. Get used to the name; you're going to be hearing it a lot in the coming years. The 15-year-old Team Green Kawasaki rider from New Orleans, Louisiana, gave those who attended the 22nd Annual Florida Winter National Olympics at Gatorback Cycle Park on Thanksgiving weekend just a taste of things to come, as he combined high scores in the motocross, TT, grand prix and supercross events to earn the overall A class win. In dominating his class, Windham became the first rider to earn all three top awards that the prestigous event has to offer.

Last year, Windham became the first rider in the history of the event to win both the Bronze Bike Award and the Scott Golden Goggles Award in the same year. The Bronze Bike Award is earned by the age group (Youth) racer that scores the most points throughout the meet, while the Golden Goggles Award is given to the top- performing amateur racer. Now, by winning the Dunlop Silver Tire Award, Windham has successfully completed the "hat trick." And just for good measure, Windham also took home the Ricky Joseph Sportsmanship Award while his father, Duane, walked away with the Mechanic Award.

The AXO/Maxima/Scott/Dunlop/Hammerhead/Pro-Circuit/N-Style/No Fear-backed rider won a grand total of nine motos, finished second in another three, and third in another. Overall, he topped both the 125 and 250cc A classes.

Florida's Ricky Carmichael, another Team Green Kawasaki rider, had a profitable week. Carmichael earned the AXO Bronze Bike Award by winning every event in which he competed in the 85cc (12-13) division.

Sandy Parisi scored the most points in the amateur ranks and received a Scott mountain bike and and the Scott Golden Goggles Award from Scott USA's Bevo Forte. "I can't believe that I won it," said Parisi, after being presented the award. "After winning the 125cc Stock class, I hung in there for top-five places in the other events. It really paid off."

A record number of 3122 entries were filled out for this year's AMA-sanctioned, World Sports-promoted event, which posted an $8200 purse, as well as over $310,000 in contingencies from Kawasaki, Yamaha, Suzuki and Honda. Additional support and merchandise were provided by Scott USA, Dunlop, AXO, Barrs Competition, Pro-Circuit, Maxima, Boyesen Engineering, Pro Action Suspension, White Brothers, Tom Morgan Performance Engineering, FMF, Hammerhead Graphics and *Cycle News*.

Manufacturer support was very evident this year. The pits were filled with support vehicles from all of the Big Four teams, including Yamaha's semi-tractor trailer, which made its first appearance at the event and combined efforts with Beach Sport Cycle Yamaha. Honda's Red Rider Club rig was assisted by Tri City Honda and Princetown Honda. Team Green Kawasaki used up a lot of real estate with its giant green tent and support vehicles, and Suzuki had one of its support trucks on hand.

Off-track activities were, once again, in full force. Volleyball, bingo, horseshoes, karaoke, and the tradional Thanksgiving feast filled out the evening's entertainment. Winning the *Cycle News* Chili Cook Off was Charlie Daubitz.

One notable person attending this year's event was former 125cc National MX and Supercross Champion Mark "The Bomber" Barnett, but instead of racing a motorcycle, he was at the controls of one of Gatorback's track-grooming bull-dozers.

"My five-year-old son Adam "Bomb" is racing in the Pee Wee division and I thought I could make myself useful as part of the track's preparation team," said Barnett, who now lives in Florida.

The week's racing got underway with the TT event and Windham proved right away that he was going to be the rider to watch out for, as he racked up three class wins in the 250cc Stock and Modified, and the 125cc Modified A classes. Kawasaki rider Brian Deegan finished second to Windham in the 125cc Modified and 250/500cc Stock class, while another Kawasaki rider, Travis Blackburn, finished second in the 250/500cc Modified division.

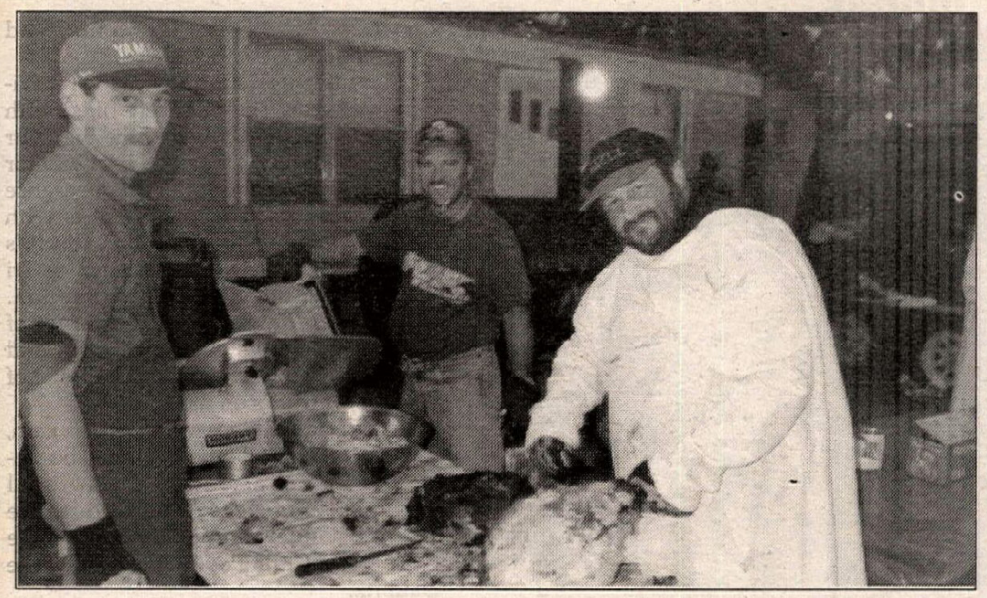
The only class Windham didn't win in the TT event was the 125cc Stock A class where he finished fifth. It was the first race of the week and Yamaha rider Kevin Walker won it.

"Windham is the guy to beat," said Walker of his early win. "He (Windham) got off the gate badly this time, and we sure weren't going to wait for him."

Things would go downhill quickly for Walker following his win. Later on in the 250cc Stock final, he crashed while leading Windham and dislocated his thumb, putting him out of action for the rest of the week.

"I tried to ride in a square groove; the back end went out, and Windham was so close that he couldn't help but hit

(Above) Brian Deegan (58) and Kevin Windham (511) spent much of the week at the Florida Winter National Olympics this close. Windham went on to earn the most points and the prestigious Dunlop Silver Tire Award. (Right) Being a good sprinter was advantageous in the grand prix competition.



(Upper left) Scott goggle's Bevo Forti performed the traditional turkey carving on Thanksgiving Thursday. (Left) Jeff Willoh (216) won the 125 and 250cc B Stock classes in the supercross program. (Above) Former supercross and 125cc National MX Champion Mark Barnett lended a helping hand at the event, while his son and daughter, Andrea and Adam, played.

me," said Walker of his event-ending crash.

In other class action, riders from Central America dominated the 65cc (7-11) finals. Guatemala's Oscar Medrano and Costa Rica's Lito Morales delivered a pair of one-two punches.

Kawasaki rider Caleb Leath and Suzuki-mounted Charlie Bogard shared wins in the 85cc (14-15) classes: Leath did the deed in the Stock class and Bogard in the Modified division.

Gatorback's Supercross circuit provided the jumps and whoops for the supercross portion of the Winter Olympics. Kawasaki rider Jim Neese took over the reins in this department, winning three of the four in the A class division. Neese finished just ahead of Windham in both the 125cc Stock and Modified, and the 250/500cc Modified class. Windham's only win in the supercross competition was in the 250/500cc Stock class. Deegan was the runner-up, while Neese finished third.

"I had a lot of trouble in the TT competition and felt pressured to do better," said Neese of his supercross performance. "Today, I pulled it together. I'm back in the game now."

Justin Buckelew and Travis Pastrana resumed their 1992 battle that ended in a narrow victory by Pasatrana. Competing in the 85cc (7-11) class, each rider scored wins in the TT division, and did the same in the supercross competition. Buckelew, aboard a Yamaha, won the Stock class and Pastrana, Suzuki-mounted, topped the Modifieds.

In the 125cc (12-15) class, Kawasaki riders Shaun Perolio and Robbie Horton traded division wins.

After winning the Stock final, Perolio said, "Robbie (Horton) rode a good race then slid out and fell. I hate to take a win that way."

Horton came back and evened the tally with a win in the Modified race.

Kristy Shealy led her Australian nemesis Tiffany Greenwood, as well as Amber Hughes, Gina Perry and Nadine Holbert across the finish line in the Women's division.

After winning the TT division in the 25+ class the previous day, Honda rider Billy Whitley continued his winning ways in the supercross competitioin, while Suzuki rider Bill Wallin finished second.

Kawasaki-mounted Jeff Willoh scored an exciting win in the 250cc B Stock class. "I had a great race with J.D. Collins," said Willoh. "I got the holeshot, he passed me, but I stayed on him. He fell under the tunnel jump and I passed him back for the win."

Willoh won the 125cc B Stock and Modified classes, as well.

Winner of the 250cc B Modified class was Kenneth Jones, aboard a Honda. "I took the lead and got so excited that I clipped a hay bale and Don Hardy got by," said Jones. "I came back and passed him in the whoops for the win."

Hardy held on to second, over John Kidd and Collins.

Gatorback's National Championship-caliber motocross course was the hands-down favorite venue of the event, as evidenced by the 1089 motocross entrants. Neese, determined to stop Windham's trophy march, grabbd the 125cc A stock class holeshot, but couldn't stop Windham's charge to victory. Neese was able to hold on for second place ahead of Jeff Curry, Deegan and Andre Pene.

"My arms pumped and I couldn't hold Kevin (Windham)," said Neese after the race. "I took second, so I need to beat him in the 250cc class."

But Neese fared no better in the 250cc Stock class as Windham reeled him in after the start and passed for the lead. Neese set after Windham but snapped a chain after landing from the finish-line jump. Windham went on to win with Deegan and Chester finishing second and third, respectively.

The 250cc Modified moto was a nightmarish flashback for Neese as he led the moto early, only to have his new chain stretch and derail. Vince Devane paced the field as Windham worked toward the front from an 11th-place start, to find himself in a very familiar position at the end of the moto. Windham won again followed by Deegan and Robbie Skaggs.

"They made me work hard in this moto," Windham said. "I caught up to Devane, found a way around him, and it was smooth sailing after that."

In the 85cc (12-13) class, Ricky Carmichael led flag to flag in both motos, while the Bentley vs. Bogard duel continued in the 85cc (14-15) class. Bentley headed the first Stock moto. "I got off to the gate clean and rode hard because I knew Bogard would be coming," said Bentley. Bogard would notch the second Stock and both Modified moto wins to preserve the class points lead.

Perolio scored both overall wins in the 125cc (12-15) classes despite heavy competition from Chris Wheeler and Chet Bumgardner.

Former National Champion Gary Jones showed familiar form by easily

OLYMPICS 22nd Annual Florida Winter National Olympics

Karaoke was just one of the many activities held during the five-day event. (Below) Sherry Stephens (front) and Melody Campbell were top contenders in the Women's division.

winning both 40+ motos. "I was in the state representing Noleen at the Yamaha Dealer's Show, and being this close to Gatorback, just had to put in a couple of races," said Jones. "I was able to help some of the riders and had a blast racing. I hope to get back here for the National."

Jeff Willoh topped J.D. Collins, Chris Wheeler, Jarrett Tipping, Jason Seibert and Freddie Mitchell, taking both 125cc B class victories.

The Grand Prix event was the most complex and challenging of the week. Riders started LeMans style in a grassy pasture and circulated the motocross track in reverse before heading into the Florida woods and finishing the lap on the supercross track. Most classes ran for 30 minutes, with the Experts putting in 40.

Windham was again the man to beat in the 125cc A class and he was again off to a good start, passing Curry, Plotts, Neese and Deegan to win with a convincing lead.

Curry led the 250cc parade with Windham, Neese, Deegan, Travis Blackburn and Paul Currie in hot pursuit. Deegan moved into second and engaged Curry in a battle for the lead. Deegan was able to sneak past Curry and hold on for the win.

"I was tense on my 125, but I felt loose and relaxed on the 250," said Deegan of his performance. "I was glad to win and prove something to myself and to my sponsors."

Windham finished third, ending his win streak, but third place was enough to sew up the class. Windham was elated with his double class championships.

"I was relieved that the pressure was off, but I didn't let them (the leaders) go," said Windham. "I only needed fourth for the 250cc class title and the Silver Tire Award is a wonderful bonus."

Pee Wee class competitor James Stewart had successfully fended off Nick Adams, Phillip Bechtel, Jason Wood and Ryan Boughenoy in the first three events. Stewart lapped the entire field on his Team Green/Barrs/Fox/PJ1/FMF/WD 40/No Limitz/Sky Racing Kawasaki in the Grand Prix to wrap up his third consecutive title.

In the 65 (7-11) class, points leader Medrano watched his class ride out of sight as he painfully tried to kick his loaded up KX to life. Moralles won the event, but Medrano charged back to second, claiming the class championship.

Class leader Travis Pastrana ran third behind Justin Buckelew and Aaron Lindsey in the 85cc (7-11) event at the end of lap one, but Pastrana was able to earn the championship with a second-place finish.

"Both those guys were smoking me in the woods," Pastrana said. "I caught Lindsey for second, but Buckelew was faster on the reversed motocross section and I couldn't catch him."

Carmichael celebrated his 14th birthday by completing a perfect sweep of the 85cc (12-13) competition, and Perolio was able to clinch the 125cc (12-15) class after Karl Harris crashed on the supercross course, handing him the lead. Jones backed up his motocross performance by winning the 40+ class, but in the end Peter Harrison took the 40+ class championship.

Although most of the competitors appeared to enjoy the competition at the 22nd Annual Florida Winter National Olympics, that is often only a part of what makes it a event great. Tony Griffis and family came from Hilton Head, South Carolina just to watch the race.

"We wouldn't miss all this fun," Griffis said. "We are already making plans to come (next year)." CN

Results

TT

125 A STK: 1. Kevin Walker (Yam); 2. Jim Chester (Yam); 3. Brian Deegan (Kaw); 4. Bobbie Skaggs (Kaw); 5. Kevin Windham (Kaw).

125 A MOD: 1. Kevin Windham (Kaw); 2. Brian Deegan (Kaw); 3. Damien Plotts (Suz); 4. Jim Chester (Yam); 5. Alex Rossetto (Hon).

250/500 A STK: 1. Kevin Windham (Kaw); 2. Brian Deegan (Kaw); 3. Todd Sheeby (Hon); 4. Paul Currie (Kaw); 5. Robbie Skaggs (Kaw).

250/500 A MOD: 1. Kevin Windham (Kaw); 2. Travis Blackburn (Kaw); 3. Jim Chester (Yam); 4. Brian Deegan (Kaw); 5. Jim Neese (Kaw).

P/W STK: 1. James Stewart (Yam); 2. Nick Adams (Yam); 3. Phillip Bechtel (Yam); 4. Justin Holstein (Yam); 5. Jason Wood (Suz).

P/W MOD: 1. James Stewart (Yam); 2. Nick Adams (Yam); 3. Ryan Bougenoy (Yam); 4. Justin Holstein (Yam); 5. Matt Shogren (Suz).

65 (7-11) STK: 1. Oscar Medrano (Kaw); 2. Angel Morales (Kaw); 3. Rafael Guillen (Kaw); 4. Gene Stull (Kaw); 5. John George (Kaw).

65 (7-11) MOD: 1. Oscar Medrano (Kaw); 2. Angel Morales (Kaw); 3. Billy Mackenzie (Kaw); 4. John George (Kaw); 5. Gene Stull (Kaw).

85 (7-11) STK: 1. Justin Buckelew (Yam); 2. Travis Pastrana (Suz); 3. Branden Jesseman (Suz); 4. Aaron Lindsey (Kaw); 5. Jeff Gibson (Kaw).

85 (7-11) MOD: 1. Travis Pastrana (Suz); 2. Jeff Gibson (Kaw); 3. Jon Boy Monk (Hon); 4. Robert Kyle Farnell (Yam).

85 (12-13) STK: 1. Ricky Carmichael (Kaw); 2. Nicholas Wey (Kaw); 3. Gio Tedesco (Kaw); 4. Ernesto Fonseca (Yam); 5. Mark Burkhart (Hon).

85 (12-13) MOD: 1. Ricky Carmichael (Kaw); 2. Ernesto Fonseca (Yam); 3. Nicholas Wey (Kaw); 4. Mark Burkhart (Hon); 5. Christopher Martin (Kaw).

85 (14-15) STK: 1. Caleb Leath (Kaw); 2. Shae Bentley (Kaw); 3. Charley Bogard (Suz); 4. Adam Rake (Kaw); 5. Ryan Clark (Yam).

85 (14-15) MOD: 1. Charley Bogard (Suz); 2. Caleb Leath (Kaw); 3. Adam Rake (Kaw); 4. Karl Scott (Hon); 5. Ryan Clark (Kaw).

125 (12-15) STK: 1. Shaun Perolio (Kaw); 2. Robbie Horton (Kaw); 3. Justin Smith (Hon); 4. Chris Wheeler (Yam); 5. Ryan Voase (Suz).

125 (12-15) MOD: 1. Shaun Perolio (Kaw); 2. Robbie Horton (Kaw); 3. Chris Wheeler (Yam); 4. Ryan Voase (Suz); 5. Chet Bumgardner (Hon).

25+: 1. Billy Whitley (Hon); 2. Mark Guy (Yam); 3. Mark Beamer (Suz); 4. Larry Gessner (Hon); 5. John Choate (Hon).

30+: 1. David Mack (Kaw); 2. Mark Guy (Yam); 3. Bernie Smits (Hon); 4. Terry Chumbley (Hon); 5. Jeff Dirago (Kaw).

35+: 1. Doug Harvey (Yam); 2. Paul Dziwanonski (ATK); 3. Peter Harrison (Hon); 4. Terry Chumbley (Hon).

40+: 1. Chuck Sapp (Kaw); 2. Peter Harrison (Hon); 3. Charles Wicker (Hon); 4. Larry Carson (Yam); 5. Rees Firestone (Suz).

WMN: 1. Kristy Shealy (Kaw); 2. Tiffany Greenwood (Kaw); 3. Nadine Holbert (Yam); 4. Amber Hughes (Suz); 5. Gina Perry (Hon).

125 B STK: 1. Ryan Degroot (Kaw); 2. Jeff Willoh (Kaw); 3. Andy Bowyer (Kaw); 4. Andy Bowman (Yam); 5. Jarrett Tipping (Suz).

125 B MOD: 1. Christian Leon (Yam); 2. Jason Syberty (Kaw); 3. Chris Wheeler (Yam); 4. Mike D'amico (Suz); 5. Shawn Schultz (Kaw).

250 B STK: 1. John Kidd (Suz); 2. Robbie Sturgell (Kaw); 3. Josh Beckett (Kaw); 4. Walter Cain (Kaw); 5. Andy Bowyer (Kaw).

250 B MOD: 1. J.D. Collins (Kaw); 2. Shawn Schultz (Kaw); 3. Jeff Devereaux (Hon); 4. John Kidd (Suz); 5. Andy Bowyer (Kaw).

500 NOV: 1. Bill Hastings (Hon); 2. Terry Chumbley (Hon); 3. Mitchell Holstein (Kaw); 4. Brian Campbell (Kaw).

125 C STK: 1. Sandy Parisi (Suz); 2. Shane Fox (Suz); 3. Todd Kirby (Yam); 4. Travis Young (Kaw); 5. Chad Cooper (Kaw).

125 C MOD: 1. Jeremy West (Hon); 2. Lee Burgess (Kaw); 3. Sandy Parisi (Suz); 4. Gary Winters (Kaw); 5. Jaques Khawly (Kaw).

250 C STK: 1. Shane Fox (Suz); 2. Chris Nelson (Yam); 3. Travis Young (Kaw); 4. Richard Eggers (Kaw); 5. Kirk Beitzel (Suz).

250 C MOD: 1. Jeremy West (Hon); 2. Chris Reynolds (Hon); 3. Gary Winters (Kaw); 4. Michael Mims (Yam); 5. John Branhof (Hon).

SX

125 A STK: 1. Jim Neese (Kaw); 2. Kevin Windham (Kaw); 3. Brian Deegan (Kaw) 4. Robbie Skaggs (Kaw); 5. Jeff Curry (Kaw).

125 A MOD: 1. Jim Neese (Kaw) 2. Kevin Windham (Kaw); 3. Brian Deegan (Kaw);
(Suz); 5. Jeff Curry (Kaw).

250/500 A STK: 1. Kevin Windham (Kaw); 2. Brian Deegan (Kaw); 3. Jim Neese (Kaw); 4. Jim Chester (Yam); 5. Robbie Skaggs (Kaw).

250/500 A MOD: 1. Jim Neese (Kaw); 2. Kevin Windham (Kaw); 3. Jeff Curry (Kaw); 4. Brian Deegan (Kaw); 5. Jim Chester (Kaw).

P/W STK: 1. James Stewart (Yam); 2. Phillip Bechtel (Yam); 3. Jason Wood (Suz); 4. Justin Holstein (Yam); 5. Kyle Williamson (Yam).

P/W MOD: 1. James Stewart (Yam); 2. Nick Adams (Yam); 3. Justin Holstein (Yam); 4. Phillip Bechtel (Yam); 5. Jason Wood (Suz).

65 (7-11) STK: 1.Rafael Guillen (Kaw); 2. Paul Veracka (Kaw); 3. Oscar Medrano (Kaw); 4. Chaz Northey (Kaw); 5. Casey Clark (Kaw).

65 (7-11) MOD: 1. Oscar Medrano (Kaw); 2. Rafael Guillen (Kaw); 3. Paul Veracka (Kaw); 4. Joshua Summey (Kaw); 5. Casey Clark (Kaw).

85 (7-11) STK: 1. Justin Buckelew (Yam); 2. Travis Pastrana (Suz); 3. Aaron Lindsey (Kaw); 4. Branden Jesseman (Suz); 5. Beau Boynton (Suz).

85 (7-11) MOD: 1. Travis Pastrana (Suz); 2. Aaron Lindsey (Kaw); 3. Jeff Gibson (Kaw); 4. Justin Buckelew (Hon); 5. Beau Boynton (Suz).

85 (12-13) STK: 1. Ricky Carmichael (Kaw); 2.

Nicholas Wey (Kaw); 3. Mark Burkhart (Hon); 4. Jerry Aleman (Yam); 5. Ernesto Fonseca (Yam).

85 (12-13) MOD: 1. Ricky Carmichael (Kaw); 2. Ernesto Fonseca (Yam); 3. Jerry Aleman (Yam); 4. Matt Walker (Kaw); 5. Nicholas Wey (Kaw).

85 (14-15) STK: 1. Shae Bentley (Kaw); 2. Charley Bogard (Suz); 3. Caleb Leath (Kaw); 4. Ryan Clark (Yam) 5. Jonathan Carvajal (Yam).

85 (14-15) MOD: 1. Charley Bogard (Suz); 2. Shae Bentley (Kaw); 3. Caleb Leath (Kaw); 4. Karl Scott (Hon); 5. Isaiah Johnson (Suz).

125 (12-15) STK: 1. Shaun Perolio (Kaw); 2. Robbie Horton (Kaw); 3. Chris Wheeler (Yam); 4. Chet Bumgardner (Hon); 5. Kenny Jones (Hon).

125 (12-15) MOD: 1. Robbie Horton (Kaw); 2. Shaun Perolio (Kaw); 3. Chris Wheeler (Yam); 4. Ryan Voase (Suz); 5. Chet Bumgardner (Hon).

25+: 1. Billy Whitley (Hon); 2. Bill Wallin (Suz); 3. Brian Austin (Kaw); 4. Alan Andreu (Yam); 5. Jon Ortner (Kaw).

30+: 1. Brian Austin (Kaw); 2. Jon Ortner (Kaw); 3. Alan Andreu (Yam); 4. David Mack (Kaw); 5. Mark Guy (Yam).

35+: 1. Terry Chumbley (Hon); 2. John McConnell (Yam); 3. Doug Harvey (Yam); 4. Paul Dziwanonski (ATK); 5. Thomas Stinson (Hon).

40+: 1. Peter Harrison (Hon); 2. Randall Kelley (Kaw); 3. Steve Riddle (Kaw); 4. Larry Carson (Yam); 5. Chuck Sapp (Kaw).

WMN: 1. Kristy Shealy (Kaw); 2. Tiffany Greenwood (Kaw); 3. Amber Hughes (Suz); 4. Gina Perry (Hon); 5. Nadine Holbert (Yam).

125 B STK: 1. Jeff Willoh (Kaw); 2. Jarrett Tipping (Suz); 3.Christian Leon (Yam); 4. (Kaw); 5. J.D. Collins (Kaw).

125 B MOD: 1. Jeff Willoh (Yam); 2. Jason Sybert (Kaw); 3. Tilden Styron (Suz); 4. Jarrett Tipping (Suz); 5. Andy Bowyer (Kaw).

250 B STK: 1. Jeff Willoh (Kaw); 2. J.D. Collins (Kaw); 3. Andy Bowyer (Kaw); 4. Kenneth Jones (Hon); 5. John Kidd (Suz).

250 B MOD: 1. Kenneth Jones (Hon); 2. Donald Hardy (Kaw); 3. John Kidd (Suz); 4. J.D. Collins (Kaw); 5. Ray Edward (Kaw).

500 NOV: 1. Terry Chumbley (Hon); 2. Bill Hastings (Hon); 3. Mitchell Holstein (Kaw); 4. Brian Campbell (Kaw).

125 C STK: 1. Shane Fox (Suz); 2. Paul Philbrick (Suz); 3. James Joiner (Hon); 4. Sandy Parisi (Suz); 5. Chad Cooper (Kaw).

125 C MOD: 1. Lee Burgess (Kaw); 2. Jeremy West (Hon); 3. Sandy Parisi (Suz); 4. Travis Young (Kaw); 5. Gary Winters (Kaw).

250 C STK: 1. Jeremy West (Suz); 2. Todd Kirby (Suz); 3. Shane Fox (Suz); 4. Chris Nelson (Kaw); 5. John Macklin (Kaw).

250 C MOD: 1. Jason Wasdin (Hon); 2. Chris Nelson (Yam); 3. Gary Winters (Kaw); 4. Sean Kirby (Suz); 5. Geoff Giles (Hon).

MX

125 A STK: 1. Kevin Windham (Kaw); 2. Jim Neese (Yam); 3. Jeff Curry (Kaw); 4. Brian Deegan (Kaw); 5. Andre Pene (Suz).

125 A MOD: 1. Kevin Windham (Kaw); 2. Jim Neese (Yam); 3. Brian Deegan (Kaw); 4. Jeff Curry (Kaw); 5. Jim Chester (Hon).

250/500 A STK: 1. Kevin Windham (Kaw); 2. Brian Deegan (Kaw); 3. Robbie Skaggs (Kaw); 4. Jim Chester (Yam); 5. Paul Currie (Kaw).

250/500 A MOD: 1. Kevin Windham (Kaw); 2. Vince Devane (Suz); 3. Jim Chester (Yam); 4. Brian Deegan (Kaw); 5. Robbie Skaggs (Kaw).

P/W STK: 1. James Stewart (Yam); 2. Jason Wood (Suz); 3. Nick Adams (Yam); 4. Phillip Bechtel (Yam); 5. Tad Tyrrell (Yam).

P/W MOD: 1. James Stewart (Yam); 2. Ryan Bougenoy (Yam); 3. Phillip Bechtel (Yam); 4. Matt Shogren (Yam); 5. Jason Wood (Suz).

65 (7-11) STK: 1. Chad Reed (Kaw); 2. Angel Morales (Kaw); 3. Paul Veracka (Kaw); 4. Rafel Guillen (Kaw); 5. Gene Stull (Kaw).

65 (7-11) MOD: 1. Rafael Guillen (Kaw); 2. Oscar Medrano (Kaw); 3. Joshua Summey (Kaw); 4. Chad Reed (Kaw); 5. James Stewart (Kaw).

85 (7-11) STK: 1. Travis Pastrana (Suz); 2. Justin Buckelew (Yam); 3. Jeff Gibson (Kaw); 4. Beau Boynton (Suz); 5. Robert Kyle Farnell (Yam).

85 (7-11) MOD: 1. Travis Pastrana (Suz); 2. Justin Buckelew (Yam); 3. Aaron Lindsey (Kaw); 4. Jeff Gibson (Hon); 5. Derek Gerdes (Kaw).

85 (12-13) STK: 1. Ricky Carmichael (Kaw); 2. Mark Burkhart (Hon); 3. Jerry Aleman (Yam); 4. Randy Valade (Yam); 5. Matt Walker (Kaw).

85 (12-13) MOD: 1. Ricky Carmichael (Kaw); 2. Ernesto Fonseca (Yam); 3. Mark Burkhart (Hon); 4. Randy Valade (Yam); 5. Matt Walker (Kaw).

85 (14-15) STK: 1. Charley Bogard (Suz); 2. Shae Bentley (Kaw); 3. Caleb Leath (Kaw); 4. Karl Scott (Hon); 5. Jason Thomas (Yam).

85 (14-15) MOD: 1. Charley Bogard (Suz); 2. Shae Bentley (Kaw); 3. Caleb Leath (Kaw); 4. Jame Morris (Yam); 5. Marcus Hedrick (Kaw).

125 (12-15) STK: 1. Shaun Perolio (Kaw); 2. Chet Bumgardner (Hon); 3. Kenny Jones (Hon); 4. Shane O'Conner (Suz); 5. Thomas Barron (Suz).

125 (12-15) MOD: 1. Shaun Perolio (Kaw); 2. Chris Wheeler (Yam); 3. Ryan Voase (Suz); 4. Chet Bumgardner (Hon); 5. Shane O'Conner (Suz).

25+: 1. Billy Whitley (Hon); 2. Bill Wallin; 3. Alan Andreu (Yam); 4. Earl May (Yam); 5. Brian Austin (Kaw).

30+: 1. Earl May (Yam); 2. Alan Andreu (Yam); 3. Brian Austin (Hon); 4. David Mack (Kaw); 5. Mark Guy (Yam).

35+: 1. Doug Harvey (Yam); 2. Terry Chumbley (Hon); 3. David Wagner (Yam); 4. Brian Graham (Kaw); 5. Hilton Denislegh (Hon).

40+: 1. Gary Jones (Yam); 2. Dave Curry (Kaw); 3. David Veracka (Yam); 4. Charles Keisel (Yam); 5. Terrel Welborn (Suz).

WMN: 1. Kristy Shealy (Kaw); 2. Tiffany Greenwood (Kaw); 3. Amber Hughes (Suz); 4. Gina Perry (Hon); 5. Nadine Holbert (Yam).

125 B STK: 1. Jeff Willoh (Kaw); 2. Chris Wheeler (Yam); 3. Jarrett Tipping (Suz); 4. Jason Sybert (Kaw); 5. Andy Bowyer (Kaw).

125 B MOD: 1. Jeff Willoh (Kaw); 2. J.D. Collins (Kaw); 3. Freddie Mitchell (Suz); 4. Jason Sybert (Kaw); 5. Chris Wheeler (Yam).

250 B STK: 1. Jeff Willoh (Kaw); 2. John Kidd (Suz); 3. Eddie Ray (Kaw); 4. J.D.Collins (Kaw); 5. Tilden Styron (Suz).

250 B MOD: 1. John Kidd (Suz); 2. Eddie Ray (Kaw); 3. Justin Wade Timmerman (Hon); 4. J.D. Collins (Kaw); 5. Jeff Willoh (Kaw).

500 NOV B/C: 1. David Cordon (Hon); 2. Bill Hastings (Hon); 3. Mitchell Holstein (Kaw); 4. Terry Chumbley (Hon); 5. Brian Campbell (Kaw).

125 C STK: 1. Travis Young (Kaw); 2. Shawn Whelage (Yam); 3. Sandy Parisi (Suz); 4. Charles Contopoulo (Hon); 5. Ronnie Renner (Yam).

125 C MOD: 1. Lee Burgess (Kaw); 2. Travis Young (Kaw); 3. Sandy Parisi (Suz); 4. Shawn Whelage (Yam); 5. Paul Philbrick (Suz).

250 C STK: 1. Travis Young (Kaw); 2. Todd Kirby (Suz); 3. Michael Coffman (Kaw); 4. Ryan Dauber (Suz); 5. Chris Nelson (Yam).

250 C MOD: 1. Doug Harvey (Yam); 2. Geoff Giles (Hon); 3. Gary Winters (Kaw); 4. Dave Wagner (Yam); 5. Chris Nelson (Hon).

Grand Prix

125 A: 1. Kevin Windham (Kaw); 2. Jeff Curry (Kaw); 3. Jim Neese (Kaw); 4. Brian Deegan (Kaw).

250/500 A: 1. Brian Deegan (Kaw); 2. Jeff Curry (Kaw); 3. Kevin Windham (Kaw); 4. Robbie Skaggs (Kaw); 5. Paul Currie (Kaw).

P/W: 1. James Stewart (Yam); 2. Phillip Bechtel (Yam); 3. Stephen Martin (Yam); 4. Tad Tyrrell (Yam).

65 (7-11): 1. Angel Morales (Kaw); 2. Oscar Medrano (Kaw); 3. Chase Reed (Kaw); 4. Joshua Summey (Kaw); 5. Rafael Guillen (Kaw).

85 (7-11): 1. Justin Buckelew (Yam); 2. Travis Pastrana (Suz); 3. Aaron Lindsey (Kaw); 4. Robert Kyle Farnell (Yam); 5. Jeff Gibson (Kaw).

85 (12-13): 1. Ricky Carmichael (Kaw); 2. Mark Burkhart (Hon); 3. Jerry Aleman (Yam); 4. Randy Valade (Yam); 5. Nicholas Wey (Kaw).

85 (14-15): 1. Charley Bogard (Suz); 2. Shae Bentley (Kaw); 3. Caleb Leath (Kaw); 4. Ryan Clark (Kaw); 5. Justin Guthrie (Hon).

125 (12-15): 1. Shaun Perolio (Kaw); 2. Ryan Voase (Suz); 3. Thomas Barron (Suz); 4. Shane O'Conner (Suz); 5. Chris Wheeler (Yam).

25+: 1. Earl May (Yam); 2. David Mack (Kaw); 3. Alan Andreu (Yam); 4. Billy Whitley (Hon); 5. John Choate (Hon).

30+: 1. Earl May (Yam); 2. David Mack (Kaw); 3. Alan Andreu (Yam); 4. Mark Guy (Yam); 5. David Wagner (Yam).

35+: 1. Frank Depalo (Hon); 2. David Wagner (Yam); 3. Doug Harvey (Yam); 4. David Gordon (Hon); 5. John McConnell (Yam).

40+: 1. Gary Jones (Yam); 2. Charles Keisel (Kaw); 3. Chuck Sapp (Kaw); 4. Charles Wicker (Hon); 5. Peter Harrison (Hon).

WMN: 1. Tiffany Greenwood (Kaw); 2. Kristy Shealy (Kaw); 3. Amber Hughes (Suz); 4. Gina Perry (Hon); 5. Nadine Holbert (Yam).

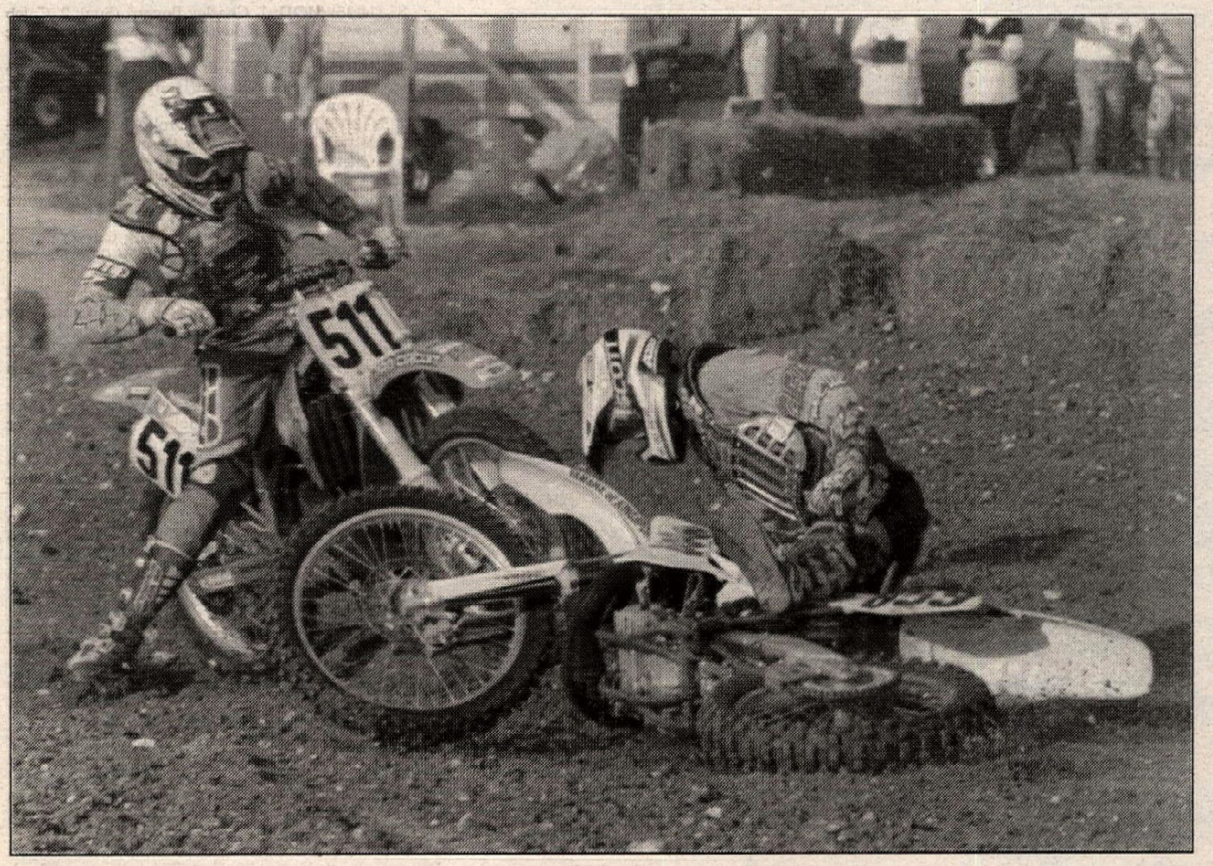
125 B: 1. David Vancuren (Suz); 2. Chris Wheeler (Yam); 3. Jason Sybert (Kaw); 4. Jarrett Tipping (Suz); 5. J.D. Collins (Kaw).

250 B: 1. J.D. Collins (Kaw); 2. Jeff Willoh (Kaw); 3. Justin Wade Timmerman (Hon); 4. John Kidd (Suz); 5. David Henslee (Kaw).

125 C : 1. Lee Burgess (Kaw); 2. Sandy Parisi (Suz); 3. Shane Fox (Suz); 4. Travis Young (Kaw); 5. James Joiner (Hon).

250 C: 1. Travis Young (Kaw); 2. David Wagner (Yam); 3. Shane Fox (Suz); 4. Chris Nelson (Yam); 5. Ryan Dauber (Suz).

500 NOV: 1. Bill Hastings (Hon); 2. Mitchell Holstein (Kaw); 3. Terry Chumbley (Hon); 4. Steve Ruluck (Kaw); 5. Brian Campbell (Kaw).



(Above) Kristy Shealy (45) scored the Women's class championship; here, she leads Nadine Holbert (93). (Left) Keven Walker slid out in front of Windham in the 250cc A class. (Below) Travis Pastrana (199) leads Jeremy Cook (68) and Brandon Jesseman (775) in the 85cc (7-11) class. Pastrana took the overall class championship.

DUAL SPORT Los Angeles-to-Bartsow-to-Las Vegas

A Thanksgiving tradition continues

By Anne Van Beveren
Photos by Tom Van Beveren

LAS VEGAS, NV, NOV. 26-27

According to the AAA, Las Vegas is 294 miles from Los Angeles. The trip takes just under an hour in an airplane and about four-and-a-half hours in a car.

But if you ask a dual sport enthusiast, Las Vegas is a lot further away than 294 miles. The route chart for this year's Los Angeles-to-Barstow-to-Las Vegas Dual Sport Ride showed that the distance from the City of Angels to the gambling capital of the Silver State had stretched to 420 miles and more than 14 hours spread over two days - proving for the tenth year in a row that the shortest distance between two points definitely does not involve a dual sport motorcycle.

But a long, challenging ride was exactly what the record 378 riders who joined this year's LA-B-to-V crosscountry trek were looking for.

"This is the fifth time I've done this ride," said San Diego resident Greg Barbre. "I keep coming back because I enjoy the challenge of it. The course isn't always that tough but it's an all-day thing. You have to be able to keep going for miles and miles, and you feel like you've really done something at the end of it."

But before they could get to the end of it, the riders had to face the beginning of this year's LA-B-to-V, the last event in the 16-round AMA National Suzuki Dual Sport Trail Ride Series, and that was enough of a challenge for some. The day after Thanksgiving greeted the dual sporters with its usual mixture of gusty winds and biting cold temperatures, and the first day's 7 a.m. start on the northeast edge of Los Angeles meant many of the riders had to hit the road as early as 3:30 a.m. - long before they had recovered from the effects of turkey gravy and candied yams.

The starting area at Honda's Rider Education Center in Colton was bustling by 6:30 a.m. as riders checked their bikes through tech inspection and collected their riding packets, but there were fewer smiles than usual. A last-minute change by the Forest Service had lopped a large section of dirt out of the first morning's ride and put the riders on pavement almost all the way to the lunch stop at Big Bear.

With close to 420 miles of trails, dirt roads and asphalt, the course included some awesome scenery.

"The Forest Service agreed to the route three weeks ago but, seven days prior to the event, they denied our use of several sections of the previously approved route," said Larie Trippet, AMA District 37's Dual Sport President. "They claimed that the roads were too wet and eliminated two of the three dirt sections before lunch and the entire easy way dirt section after lunch. Without significant compromise on the part of

District 37, there would've been no event."

The road the Forest Service closed to dual sporters remained open to the public, however. "I was up there and watched rangers wave two four-wheel-drive jeeps onto the road," said Trippet. "If those guys see a muddy section, they rush in and try to spin their tires. Two of them will do more damage to the road than all of us."

Larry Langley, who laid out the first day's trail, described the closure as "a joke."

"If there's a legitimate closure, that's okay, but this stuff is inexcusable," said Langley. "I rode that section this morning. There are three small places where it's wet but the rest is so dry it's almost dusty. I think the Forest Service is just using it for an excuse and they're not treating us fairly."

Riders began leaving the start at 7 a.m. and with the temperature hovering just above 40 degrees, it was a cold ride for the first 20 miles of pavement. The 12-mile dirt section that followed barely gave the dual sporters time to warm up before they were back on Highway 38, for the Forest Service detour that took them all the way to Big Bear for a very early lunch.

"The highway was no fun at all. I didn't really come prepared for it and my fingers and throat were really cold," said Honda XR650L rider Richard Jackson.

Despite the cold and their obvious disappointment, the riders made the best of the abbreviated route.

"It was too bad a lot of the trail was closed. That made the first part way too much street, but we made it interesting," said Larry McPherson. "I have a cabin up near Big Bear and I know the trails up there really well, so I took the riders with me on a little side tour."

The trail split in two after the lunch stop and the Forest Service closure forced riders who selected the easy option to follow pavement all the way to the desert floor at Lucerne. The option was popular despite the pavement, thanks to the route instructions with a dire warning about the hard option: "No buddy up, no two-cylinder bikes, no big bikes, no inexperienced riders. You cannot turn back! You cannot take the easy sections!"

"They weren't kidding," said Bob Tartter, who opted for the rocky, 20-mile hard way that included a helter-skelter run down the John Bull Trail. "I've done that section before but it seems like I've gotten older since last time. It was a good hard way - lots of big boulders, and lots of up, up, up, then down, down, down. My ears popped several times and I was breathing pretty hard because of the altitude."

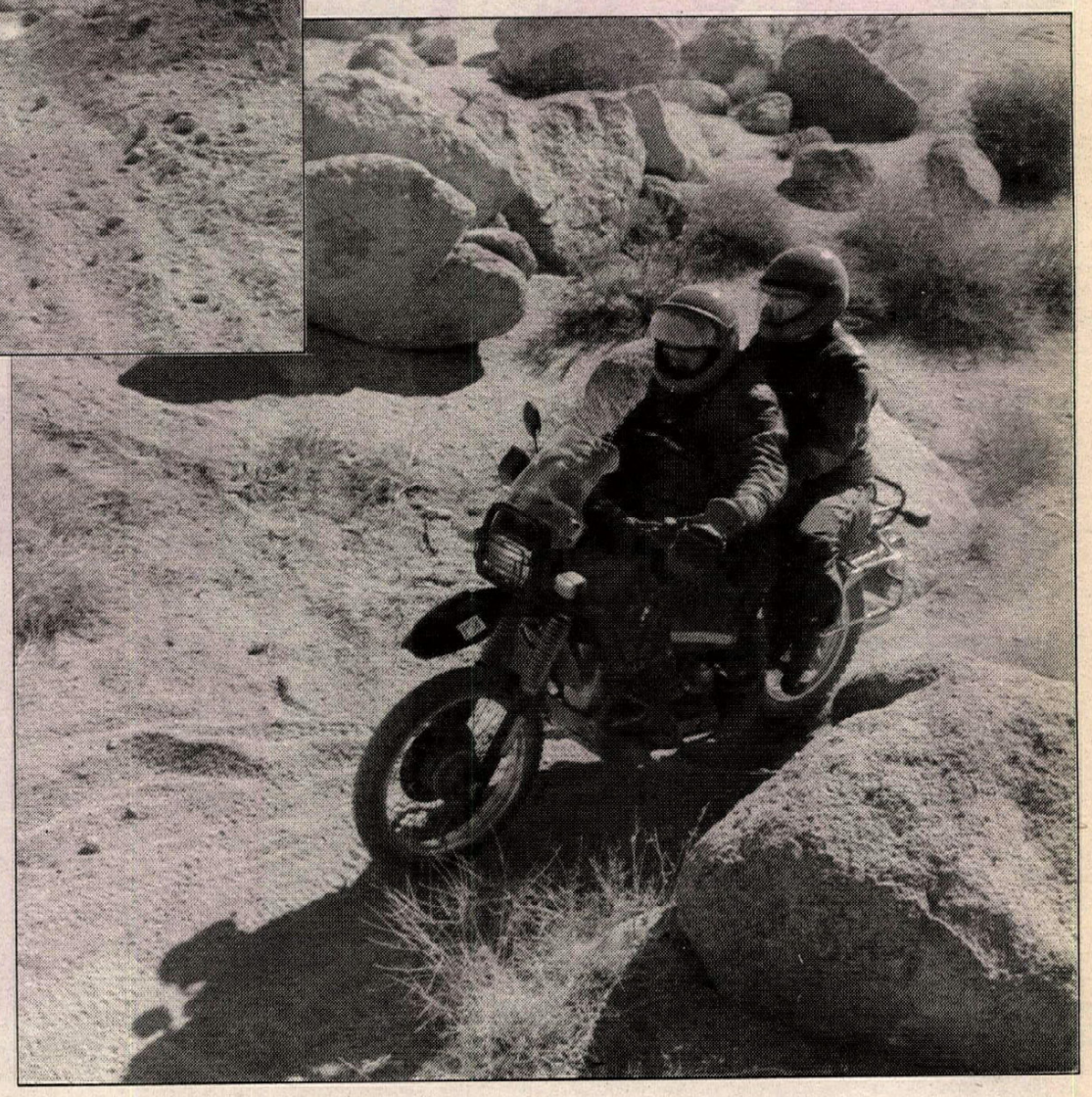
The front of the pack had cleared the gas stop at Lucerne by 10:30 a.m. and headed down Camp Rock Road to tackle the sand and whoops of one of Southern California's most popular desert riding areas. Ex-desert racers were in their element.

"That section was like old, old-time desert racing," said Richard Jackson. "It brought back some memories. My first desert race in 1972 was right there."

Novice dirt riders like Karl Ziegler were almost as enthusiastic.

"I didn't want to take the sissy way out and take pavement all the way. That's not what dual sport rides are about, so I followed the crowd and hoped for the best," said the Yamaha pilot. "The bike went through it just fine. It's a little heavy and I dumped it twice when it washed out, but you just have to read the terrain and pick your route."

Reading the desert terrain was diffi-



(Above) Most people associate Thanksgiving with turkey, but at the LA-to-B-to-V, riders were "goosed" during tech inspection. (Left) Some participants were prepared for the worst, including this BMW rider. He carried two "suitcases" the entire way. (Below) What could be better than spending Thanksgiving weekend participating in a world-famous dual-sport ride? Doing it with a friend!

DUAL SPORT Los Angeles-to-Bartsow-to-Las Vegas

All types of dual-sport machinery were on hand, including this converted Harley Sportster.

cult for Oregon dual sporters Eric and Gail Haws, who were riding two-up on a BMW R100GS in their first LA-B-to-V.

"We got through it and we are all in one piece except for a broken mirror. We lost that in a tip over," said Gail Haws. "They told us we could take a bail out and go around that section. I bailed out, but not where we were supposed to."

The Haws had joined forces with two other BMW riders to get through the sandy section of the trail.

"In some places, it was nice to have someone else with you to help push - especially when the bike was lying on its side with your foot underneath it," said Haws.

The helpful riders were BMW employees who had traveled all the way from Germany to take part in the event.

"We had to take our vacation and pay for the trip ourselves, but (BMW) gave us each a bike for the ride. It's hard to find one, so that's enough," said Christian Penner. "We came here because we heard it was great fun. Also, there is no sand in Germany and we can't ride off road. We have to go to France or California, so we came here."

Penner admitted that battling the California desert on a BMW was hard work.

"I'm completely wet. As soon as we got into the sand it turned into one of the hottest days of the year. But it's good to have a big bike to show that a BMW can do it," said the Munich-based rider.

Don Bryant, who was tackling the course on a Honda V-Twin Ascot, decided to turn back and take the bail-out when he was almost half way through the desert section.

"I found out that the other kind of bikes are much better for this, but I'm having fun," said Bryant, whose only concession to the dirt was installing a semi-knobby tire on the rear and removing turn signals, mirrors and extraneous plastic.

"I've had very little experience in the dirt, so we're taking it easy," said Bryant, whose riding partners had traveled from Iowa to join the dual sport fun. "I'm going to ride the bike back to Phoenix if it's still running at the end of it."

Day one's course ended with an 11-mile run along Highway 247 to Barstow, where check-in was a welcome sight for some of the later finishers, who were still on the road when the sun started to set.

There was a flurry of activity at hotels and motels all over town as riders prepped their bikes for the second day's ride from Barstow to Las Vegas, then took time out to re-live the day's adventures with new-found friends.

For Greg Hebard and 12-year-old Dustin Stefanick, who were riding two-up on a Honda XR650L, day one's biggest adventure was caused by the *Cycle News* camera.

"There was a big camera out there. We were waving at that and not looking where we were going, and we fell off," said Hebard. "We were laughing so hard we could hardly stand up."

Fellow XR650L pilot Ron Cash admitted to "getting off to inspect for turtles every now and then - really, really close," in the desert section, and Craig Lewis found he should have packed a lighter bag when he hit the hard-way trails.

"I've got clothes, food, maps, lotion, a quart of gas-everything I could need in there," said Lewis, pointing to the overnight bag strapped on the back of his Honda. "It's heavy and the extra weight makes it harder on the difficult trails."

Riders who opted for an early start on day two faced a new definition of cold. Jim Woods, who left the start just before 7:30 a.m. when the mercury was still below 30 degrees, reported it was so cold

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-447-4700. Do not drink and ride. It is illegal and dangerous. Specifications subject to change without notice. ©1993 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)

on the highway that one of his eyes refused to blink. Other riders reported tears in their eyes, frozen noses, and numb fingers despite hand guards and three layers of gloves.

"The early start is worth it because if you leave late, you miss the sunrise," said Wes Ferson. "It's incredibly beautiful out there when the sun starts to come up."

Day two's trail headed east to a gas stop at Ludlow and then turned northeast on sandy jeep trails and powerline roads to the Honda/Suzuki/Yamaha/Kawasaki-sponsored lunch stop at an isolated telephone booth seven miles south of Interstate 15 near Halloran Summit.

"It's so remote - it's the middle of nowhere, and they put in a telephone booth so you can have some privacy while you're talking," said KTM's Scot Harden, who was testing a 620cc dual sport bike the company plans to introduce in April.

"We wanted to take it out and let people know we are going to have a dual sport line starting in the Spring," said Harden. "It's what everybody said they wanted - a barely street-legal dirt bike with all the top-notch components right off the showroom floor."

Harden said KTM's RXC, which will be available in 620cc and 400cc models, has been approved in 49 states but still needs the nod in California.

The after-lunch trail continued northeast through the desert. It followed a 30-mile-an-hour road through a tortoise area until it crossed the Nevada state line near Nipton, and then headed into the hills above Jean. Day two's desert received mixed reviews. All of the riders welcomed the lack of pavement, but die-hard off-roaders like John Peterson said the course lacked challenge.

"It had too many fast roads and not enough whoops," said the Honda XR600R rider.

Others, like Bob Bailey, said the length of the 230-mile ride gave it all the challenge it needed.

"The distance is an important factor. That's a lot of riding and you don't want to make it so hard that you annoy people," said Bailey, who may have set an all-time expense record with his first LA-B-to-V attempt.

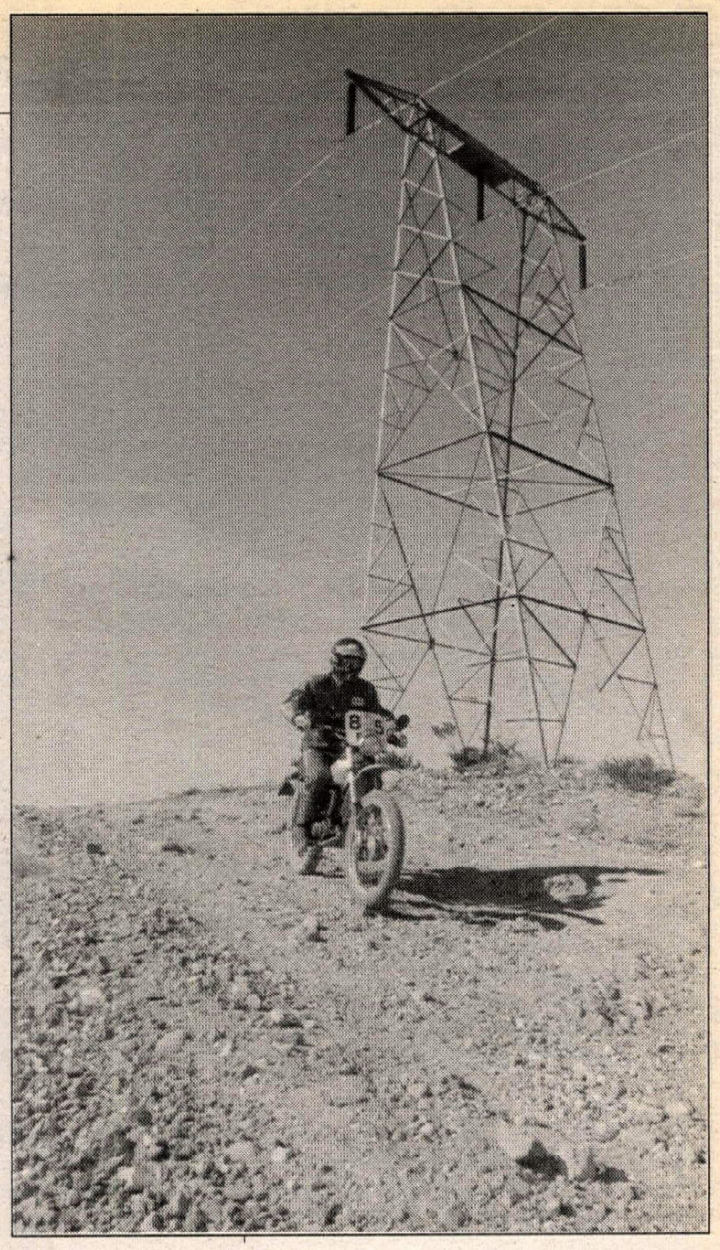
"We decided to ride this about a week ago and I didn't have anything here," said Bailey, whose gear was back in Virginia, where he owns a racetrack. "I said, 'Come on, we're going shopping.'"

Bailey's shopping spree netted him a Chevy crew-cab dualie, two Honda XR650Ls and new gear from head to toe.

"It was worth it. We had a good time and we'd do it again - and again, and again and again," said Bailey.

The first riders to clear the hills and hit the end-of-the-ride pavement near Pahrump were Richard Jackson and Ron Christner, who had teamed up on the trail. The early-bird duo had set a fast pace all the way that put them at the lunch stop before the food arrived and left them bumming gas in Nipton when they arrived ahead of the gas truck. They reached the glitter and glitz of the Las Vegas strip shortly after 11:30 a.m. - more than three hours before check-in opened at event headquarters in the Hacienda Hotel.

"I thought I was going to be able to sit here and brag about all the problems I had but the biggest one was keeping my mirrors adjusted," said Jackson, who stopped just long enough to put on another layer of clothing before he pointed his bike back down the freeway towards Los Angeles. "We're in the middle of moving. My wife is at home packing and I promised I'd go back and help her." CN



The LA-to-B-to-V, like the infamous hare & hound that inspired it, featured a long and challenging course. Close to 400 riders signed up for the adventure.

OF TRY

Forget Garth Brooks. The real King of Country is Fred Andrews.

He is, you see, the new AMA Grand National Cross Country champion. And it was only his rookie year.

Fred did it with one finely-tuned instrument: his Sport Cycles Racing-backed YZ250. With winning performances at Daytona, the prestigious Blackwater 100 and Laurel Ridge. He ended at High Point with his fourth victory—even though he'd already been crowned king.

Teammate Jan Hrehor put on a stellar performance, too, with a third place overall finish. All of which makes Team Yamaha the hottest show on the country circuit.

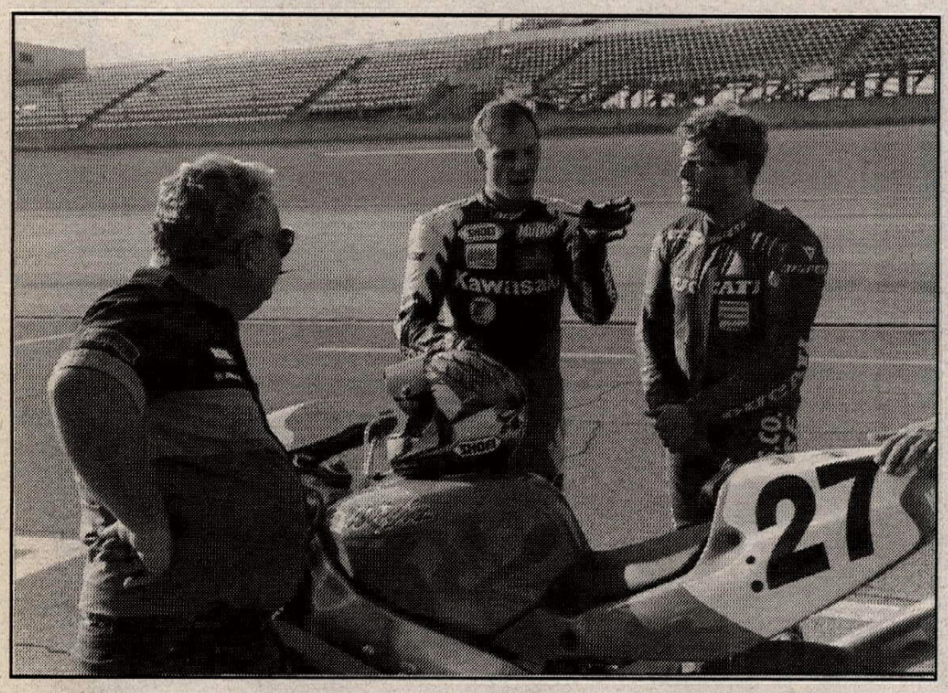
Now just wait till '94, when Fred and Jan take to the woods on Yamaha's totally revamped WR250. Guess the competition will just have to face the music.

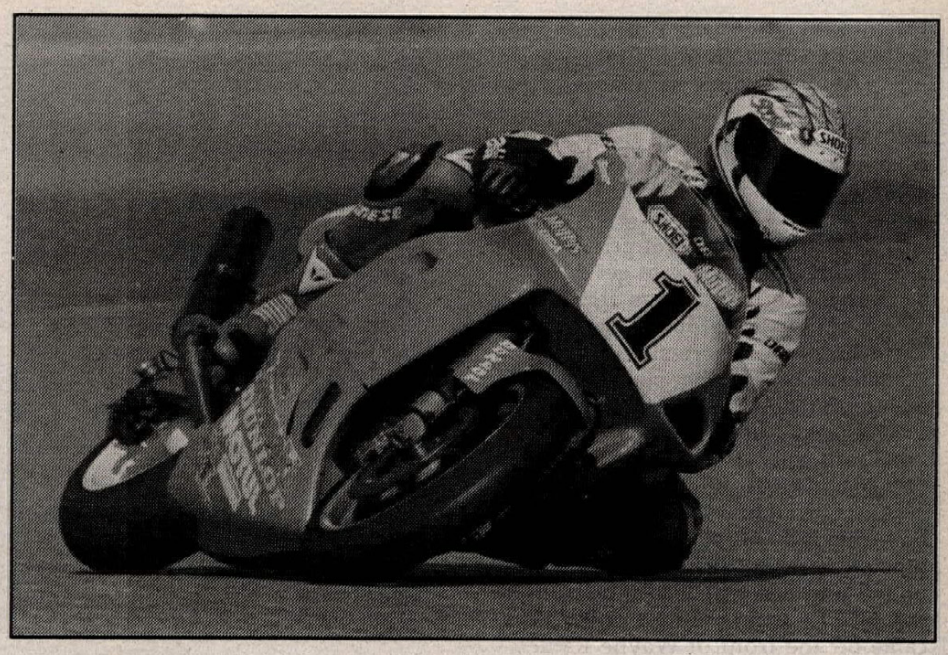
TEAM YAMAHA

ROAD RACE Pre-season Daytona test

Tire time

By Henny Ray Abrams





(Left) Rob Muzzy and Fred Merkel listen as Scott Russell explains how it's done. (Above) Russell was the fastest rider at Daytona from the get-go.

DAYTONA BEACH, FL, DEC. 2-3

Scott Russell is exiting turn one at Daytona International Speedway, lighting up the rear tire until it smokes, the rear Dunlop slewing sideways, leaving a perfect black mark, his signature, on the kink leading up to turn two. He does it again, and again, and again. It is among the most awesome sights in motorcycle racing - a rider at the top of his game absolutely abusing his rear tire. Somewhere Dunlop's Jim Allen is smiling.

"That's what we need them to do," Allen says. "It's only a meaningful test when you're doing 50s (one-minute, 50-second lap times) and 51s. There are only a few guys here that can go that pace."

Allen's official title is is Road Race Coordinator/Motorcycles, but the title doesn't do justice to what he does at the track. With Dunlop handling all of the factory AMA superbike teams, and the top teams in the 250 and Supersport classes as well, Allen does more than just coordinate. His is a year-round job: testing, evaluating, making recommendations, soothing egos, making tough decisions on who to supply and who not to. An argument could easily be made that he's the most important man at the races, to not only the factories, but the majority of the privateers as well.

For three days in December, he's in

The Aussie invasion

The 1994 AMA Superbike National Championship will have a distinctively Australian accent this year when two riders from down under join the fray. Kevin Magee (right), of Horsham, Victoria, will ride for the Smokin' Joe's Honda team competing against newcomer Troy Corser, the Wollongong native likely aboard a Fast by Ferracci Ducati. Of the two, Magee is the more experienced, a 500cc Grand Prix winner who's spent the last few years racing a 500 in the Japanese championship. This was a season he would rather forget, one that ended with a crash during practice for the Suzuka 8-Hour race. It was there that he caught the eye of Smokin' Joe's team owner Martin Adams.

"At Suzuka, he was going like an absolute house on fire before the accident," Adams said at Daytona. "When the opportunity arose and we were looking for a world class rider, his name returned. I also have to give credit to my travel agent Randy Warren because he stoked my memory. It's a source of considerable pride to bring a man of Kevin's talent over here. I have great confidence that he'll be a phenomenal asset to every stage of this team."

Superlatives have often been used to describe Magee's career, and the same could be said about his personality. Engaging and likeable, the Australian speaks his mind with a frankness and honesty not often found in racing.

The 31-year old Australian had an impressive debut in the 500cc class, qualifying sixth in his first GP at Suzuka in 1987 aboard a Kenny Roberts Yamaha, then qualifying second on the difficult Assen circuit in his first European outing. He would go on to join Wayne Rainey on the Lucky Strike Yamaha team in 1988, winning the Spanish Grand Prix at Jarama before going on to a fifth place finish in the championship.

In the third race of the 1989 season, the USGP at Laguna Seca, Magee was involved in an incident with Bubba Shobert that ended Shobert's career and provoked an outpouring of venomous mail in the American media. The following year he joined Kevin Schwantz aboard the Lucky Strike Suzuki team and, ironically, crashed in nearly the same place that he and Shobert had tangled at Laguna Seca, suffering season-ending head injuries. Though he recovered fully from the head injuries, he was unceremoniously sacked by the Suzuki GP squad, though he did have a few rides on the Suzuki 500 in 1991. For the past two years, he's been racing in the Japanese 500cc championship for Yamaha. This year was his worst ever and, when asked where he finished in the championship this year, he replied, "I don't know; I don't care."

Magee was visiting the high banks of Daytona for the first time, but the lingering hand injury that he'd suffered at Suzuka had kept him off a motorcycle since July.

"Different," is the word Magee said he would use to describe his first impression of Daytona. "The last bank I rode was a berm. The bike (a well-used Camel Commonwealth Honda RC30 superbike) is different than what I'm used to." Magee had ridden a factory Yamaha YZR500 in this year's Japanese 500cc Championship with backing from the Japanese telephone company. The key to learning Daytona was "just understanding how and where to be on the banking. Getting on it, getting along it, getting off it. It's hard to know where to go unless you're with a bunch of guys."

"I'm just cruising because my hands are still shitting. I'm just having a knockaround and finding where the bumps are. It's a bit easier to figure the infield out than the banks. I've been around a lot of flat corners in my life," Magee said.

Because the two smallest fingers on his left hand were still disfigured, Magee hadn't been able to train and wasn't in testing shape. The hand didn't bother him so much on the banking, but "coming out of turn one it gets shaky in the kink and it's hard to hold on. I still have shit-all strength in the arm."

Magee was scheduled to have Dr. Arthur Ting perform surgery on the hand in San Francisco on Monday, December 6. "I'll go home after they put some plates and screws in there. I would hope to be riding right after Christmas. That leaves two months before Daytona, which will be a lot better than the last two months."

Among his other options for 1994 were some World Superbike and other AMA Superbike teams, as well as a return to Japan. As far as the GP circuit is concerned, "I've given up on that. I proved I can ride the bikes. I was fifth in Malaysia on basically a parts bin."

Troy Corser was in Daytona largely due to the efforts of former World Champion and current Australian resident Barry Sheene. Because of his close friendship with the Castigliones, the family that owns Cagiva, Sheene has been keeping his eye out for fresh talent for a number of years. About two years ago he met Corser, charted his progress, and thought now was the time for him to make the move. At the Castigliones' request, Sheene accompanied Corser to Daytona. It was only Corser's third trip outside of Australia and his first to America.

"He's smooth and very consistent," Eraldo Ferracci said of his newest rider. "I saw some film of him. Everybody has given me a good report."

Like many road racers, Corser, 22, began racing on the dirt, first in motocross then in dirt track. Though he didn't begin road racing until 1990, he was instantly successful, winning the Australian 250 Production championship aboard a Suzuki. The next year he rode a Yamaha TZ250 Yamaha to sixth place in the Australian Championship, moving up to the Yamaha factory superbike team in 1992 and recording a fourth place finish. This year he won the Australian Superbike title aboard a Honda Australia factory RC30.

Officially, the trip to Daytona was only a test, something he'd been trying to do for much of the latter part of the year. "I haven't signed anything," Corser said. "We'll see how it goes. I still have to prove myself to them. I have an offer to do the Australian Championships for Honda again. If I get an offer, I'd like to have a look. I'd rather come here than spend another year in Australia. I think there's more competition here; I could learn more here and the bikes are very good. I have to wait for Ferracci to talk to Claudio (Castiglione)."

If Corser was uncertain about joining Pascal Picotte on the Ferracci team, Ferracci wasn't.

"I'm very happy. I've got two kids that do whatever I tell them to do. You've got to keep control of the situation," Ferracci said. "We're going to make it a three-year contract. Pascal will also get a three-year contract. That way you know you've got three years to get good. When you're young you can go two ways. You could be good, (or) you could be shit."

Ferracci also said that he hoped to get both riders to Mugello some time this year to test the Cagiva 500. "That's the goal of everybody," he said.

"It's easier to come over here and race - better than Japan," Corser said. "From what I've seen, I reckon it'd be okay to live here."

Daytona to assess the tires that were built with input from his test here in July. Daytona is a special place - brutal on tires and machinery. The tires built for the Daytona 200 will likely not be used anywhere else, with the possible exception of Charlotte - and that's not on the schedule for 1994.

"It's really easy to get grip at Daytona and it's really easy to get durability. But those two things fight each other," Allen said. Muzzy Kawasaki's Rob Muzzy was more succinct. "It's a matter of accepting that no matter what, they're shit, and this year's shit is better than last year's shit."

"Testing is so tough," Allen says. "It's so boring. Testing is not racing."

Allen brought 289 tires to Daytona, both treaded and slick. There were 10 new slick rears, all different in compound and construction, and five new fronts. The fronts were exactly what came off the front of Wayne Rainey's Grand Prix bike and Scott Russell's World Superbike.

When the riders come into the pits, Allen measures the temperature of the tires in five or six different places, uses a durometer to check the hardness of the tire, and often checks the air pressure. He'll ask the rider for his comments and record them next to his lap times. Every rider has a specific test program designed to measure their response to and progress with various new tires.

"The guys that go fast are likely to have trouble," Allen said. "You can do 55's all day long and not have trouble. The assumption is that if you can give the fastest guys something that works, and has no trouble with grip, it will work for the other guys."

A former racer, Allen has worked at Dunlop since 1979, first as a test rider then in the technical division building tires. He has a pretty good idea how a rider is likely to respond, but there are surprises.

"Yesterday we gave (Kevin) Magee a tire we thought was the best tire we've ever had for Daytona. He tried it and didn't like it. Thomas (Stevens) stopped me and said, 'That's the best tire I've ever had.' It's no reflection on Kevin. He's never been on the bike, he's never been on the track, and he's not 100%. There's no doubt in March that he'll be up there with the best of them. Magee is just so good and has worked with so many tire guys that he doesn't get excited. He knows bullshit from fact."

"Our race approach is that you use three tires for the 200," Allen said. "We mount three rears and one back-up and maybe two or three fronts. Generally, we use the same tire for the whole race. If the guys have enough wheels we might prepare an alternate."

"At Daytona you can guarantee things are going to go wrong. We went into the 50 milers a few years ago thinking we had it licked and had one good result; in the other the tire flies apart. We spent a lot of time looking at the analysis, tearing the tires apart, looking at charts and graphs."

The result of all the analysis was the tire that was tested by Doug Polen in July. At one point they did a flying lap of the oval, turning a time of about 51 seconds. As a comparison, stock cars generally turn laps of 44 or 45 seconds for the Daytona 500.

"We have a 125/70 R17 front and 190/55 R17 rear for this year's race. We didn't have them last year," Allen said. Early reports were favorable, though they still weren't up to the time that Russell set in winning this year's Daytona 200 pole.

"Dunlop has come up with really good Daytona 200 tires," Yoshimura Suzuki's Thomas Stevens said. "Fortunately, it's hotter here for the tires so we can get a baseline."

Russell earned the pole for this year's Daytona 200 with a time of 1:50.194 and three of the four Kawasakis turned lap times in the 1:51s on the new race tire. Russell turned a number of 51s, his best

Post-Polen era begins for Ducati

Doug Polen (right) greeted Eraldo Ferracci in the lobby of the Hampton Inn on Wednesday night with a gift, a framed painting of Polen going through the corkscrew at Laguna Seca. It was a friendly, but odd, scene, and the end of a working relationship that had netted two World Championships and an AMA Superbike National Championship. Polen was released from his contract with Ducati within hours of the meeting and the post-Polen era began for the Fast by Ferracci team. Judging by the results of the Daytona test, the team will not be absent from the podium this year.

Ferracci brought a handful of bikes and as many riders, though he concentrated on two: Canadian Pascal Picotte and Australian Troy Corser. Picotte rode the Ferracci Ducati 888 to 10th in this year's AMA Superbike National Championship and will be the only rider to get the new Ducati 916 Superbike. Officially, Corser was at Daytona for a try-out, but it seems likely he'll be back in March when the season begins, if not sooner.

"Originally we were going to have three riders," Ferracci explained, before Polen departed. "I always concentrated more on Doug than Pascal. Now I want to make sure they're both getting my attention. I'll do 100% on the new guy and oversee everything. There is no (single) number one driver - two number ones." Ferracci admitted that Picotte would be the only one on the 916, but said there would be very little difference between the machines.

"Other than the bodywork, it's not much (different). The handling and the engine is pretty much the same," he said.

As to when he would get the new bikes from Varese, Italy, Ferracci said, "Don't ask me that one. I go to Atlantic City or Las Vegas to get that number. I'm pretty sure we'll get them in time. I want to test at West Palm Beach or someplace else (where it's) warm."

Though Picotte isn't the official number one rider, he is at least out from under the shadow of Polen and happy for the chance to prove himself.

"I'm really, really happy. I'm going to be able to work more with Ferracci, learn more things, get better stuff," Picotte said. "I think it's the best thing to happen to me so far."

Because of his experience, Picotte had to sort through 10 different tires, though he saved the best for last.

Like Sohwa, Picotte put a qualifying tire on to try to crack the 1:50 lap mark, but he, too, blistered the tire and came up short. His best on a race tire was a 1:51.69, almost a second better than his Daytona 200 qualifying time.

Between now and March, Picotte will have 10 races, all on ice.

"For sure I'll do some ice racing, if I can get the bikes from Husky," Picotte said. He plans to ride a Husky 610 in the 600 class, a class he finished second in last year despite missing one race.

With no history at Daytona or aboard a Ducati, Corser had some learning to do and he did it well. The 22-year-old Australian clocked a 1:52.21, good enough for fourth fastest for this year's 200 on an ex-Polen bike with over 900 miles on the engine. "With the right tire he'd be faster than Doug went last year," Ferracci said.

"It's different," Corser said when asked his first impression of Daytona. "It takes a little while to get used to the banked curves. It's a little easier to get used to the bike. It's (the track) completely different from what I'm used to. Those corners are awesome."

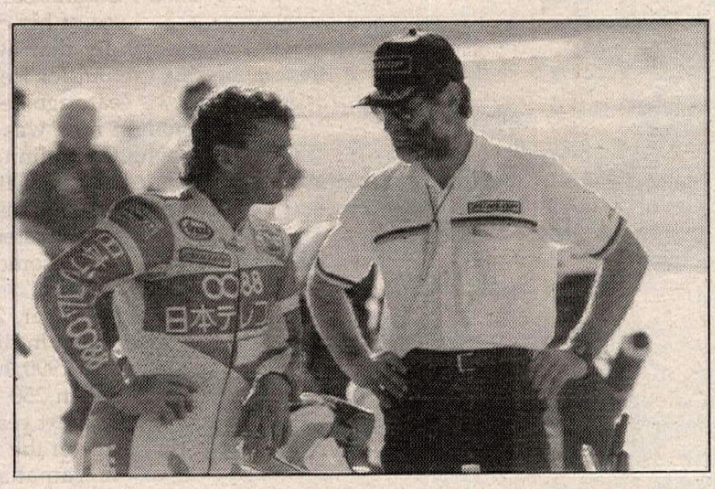
Because there are only a few riders on the track at a time during a test, it's difficult to get hooked up with anyone. Toward the end of the test, Corser was closing in on a trio or riders that included the Yoshimura Suzukis of Thomas Stevens and Donald Jacks, but then he lost them.

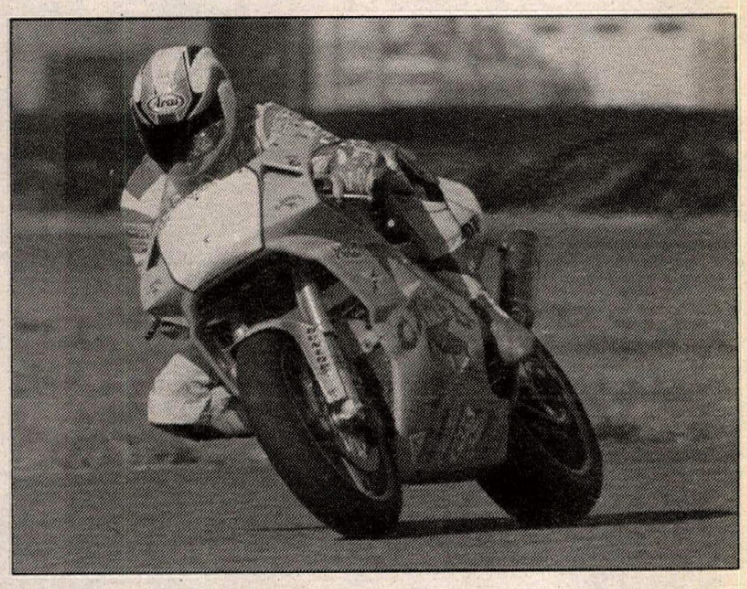
"I started catching that group and all three went straight through the chicane," Corser said." I've never run a banked track. It wasn't hard, it was just matter of getting on and trying it. I was using different lines every lap and looking at the rev counter to see if I picked up revs. There are a few places I can improve. The bike's great. No worries. It took me a little time to get used to the weight of the front wheel. These you slide more with the back wheel than the front. The actual set-up didn't change a great deal."

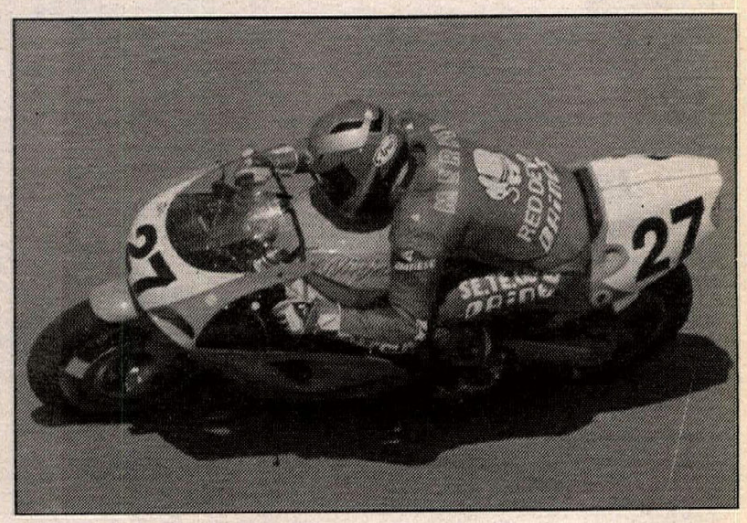
At the end of the final day Corser ran a full tank of gas through the Ducati, staying on the track for better than 20 laps and running lap times in the 1:53s.

Ferracci's third bike was swapped between Jason Pridmore and Larry Pegram, two riders whose test was facilitated by Polen.

"They're young kids and all these teams should give them a chance," Ferracci said. "I did my best. If they never get a chance, you don't know how good they can be. It's good for the sport."



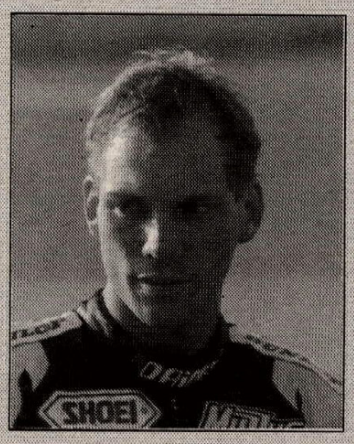




(Left) Kevin Magee gets to know Dunlop tire man Jim Allen. (Right) Magee puts the Honda RC30 through its paces. (Below) Troy Corser will join Fast By Ferracci in '94. (Bottom right) Fred Merkel had his first ride on a Kawasaki.

ROAD RACE Pre-season Daytona test

Russell sets the stage



There was a standard to be set at Daytona, and the Muzzy Kawasaki team was the one to set it. Scott Russell (right), fresh off his World Championship-winning season, was the fastest, the most determined, the readiest rider to hit the high banks. From the minute they unloaded his championship-winning machines, Russell was on the gas. Only a lingering knee injury prevented him from riding, literally, into the sunset on Friday afternoon. But by then, they'd learned what they needed to and the test was a success.

"It's more or less a baseline for '94," team owner Rob Muzzy said on Friday afternoon. In addition to Russell, Muzzy had brought Takahiro Sohwa and two new team members, Steve Crevier and Fred Merkel. "We wanted to give Fred and Steve some time on the bikes. And we wanted to see where Scott was with the bikes compared to last year. When we get to the proper set-up, we ride it that way. If we can leave here with a combination we're confident with, that's what we'll be here with in March."

Finding the set-up wasn't as easy as Muzzy had thought it would be.

"We had the World Superbike settings for the European tracks; when we went back to the March Daytona set-up, it wasn't right," Muzzy said. "I don't know if it was the tires, but we had instability problems and we spent a fair amount of time asking why it didn't work. Finally, we said let's make it work. It's really hard to improve over the existing set-up. It's a lot easier to make it worse than make it better."

Russell turned, consistently, the fastest times of the three-day test; his best a hand-timed 1:51.1, well off his 1993 pole-setting time of 1:50.194. Still, he was happy to have tested the tires he'll likely use in the 1994 Daytona 200.

"I think they want somebody to go out and go fast. They need that kind of feedback," Russell said. "Fifty-three's and fifty-four's are no good when you come here in March. I always try to push it hard when I'm out there. I dig it. It's the best thing for learning."

Russell was testing a new swingarm and various suspension components on the '93 machine. The '94s have arrived at Muzzy's shop in Bend, Oregon and two are already stripped down to the frame and being worked on. Already, the team is well ahead of most of the competition in getting their machines ready for the coming year. Now Russell must get himself ready.

"The ligaments in my knee have been bad since my crash at Donington," Russell said. "I can just get by. I'm going to go back and do an MRI and get fixed, if I need to. Something popped in it today." With three months to go until Daytona, Russell was certain he'd be ready.

Steve Crevier felt the same way.

"This is the first time I've had a deal so soon and been so organized," said the Canadian, who finished fourth in this year's AMA/CCS 600cc Supersport Championship. "I've got three months to train for Daytona. I've never had three months to train."

Crevier has also never worked with a team as well-prepared as the Muzzy squad and found that there were more decisions to make than he was used to.

"They have a lot of variations in suspension. It's just a matter of taking each item and trying to decipher if it's better or worse. It's interesting and time-consuming. Rob's pretty low-pressure right now. He leaves it up to the riders to go as fast as they can go. He doesn't put pressure on me personally," Crevier said.

The Muzzy superbike is "considerably faster" than anything he'd ridden before and Crevier found it "a lot harder to ride even though the handling is very similar. It's a lot to adjust to, to better your lap times. I'm not too concerned until Daytona. I never practice that fast, but I always go fast at the end," Crevier said.

Fred Merkel last visited Daytona in 1986, when he finished third behind Eddie Lawson and Kevin Schwantz, and then went on to win the AMA Superbike title. After seven years racing World Superbike, with two World Championships, the former AMA Superbike champion has moved back to his home town of Stockton, California, to concentrate on winning another.

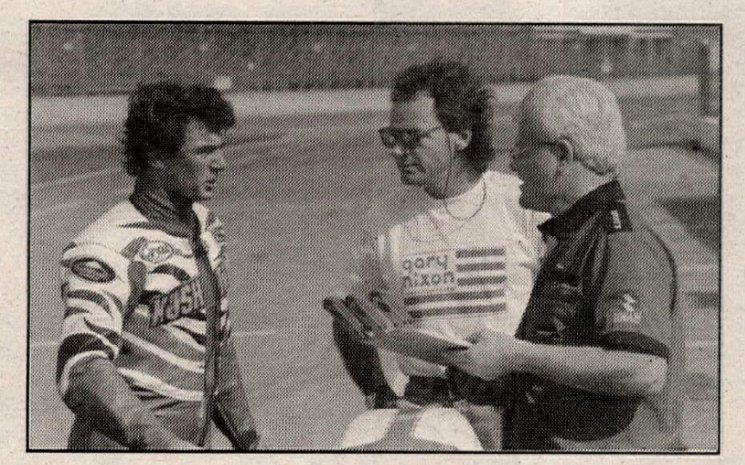
Merkel missed part of the test when he had to be treated for poison ivy at a local hospital. With limited track time on Thursday and Friday morning, he wasn't up to speed until near the end of the test, but managed to turn in the third best time, just edging teammate Sohwa. Merkel's unofficial best was 1:51.80, just ahead of Sohwa's 1:51.9. Sohwa did turn a better lap, but it was on a qualifying tire that blistered after two laps.

a 1:51.1, Takahiro Sohwa clocked a 51.9, and new teamster Fred Merkel turned a 51.8, despite limited track time.

Allen will take all this information back to Dunlop's headquarters in Buffalo and decide whether a new tire needs to be built. All of the race tires are made at the factory in Birmingham, England. If a new tire is needed, he would need almost three months to get it done, including three weeks to ship them by sea.

"This is bare bones. It's the last time to test tires," Allen said.

These tires are specifically built for Daytona and the tires used at the other tracks are developed with information gathered in the AMA superbike, World Superbike, and Grand Prix series. "We won't see new tires until the middle of the season when the World Superbike and Grand Prix stuff comes in. The stuff for Phoenix and Laguna is on order, otherwise we can't get them in time. We'll be using the stuff Russell used at the end of the year. Last year we had a problem getting tires - 250 fronts, especially. At the end of the season we were begging for tires."



(From left to right) Troy Corser, Barry Sheene and Eraldo Ferracci. Sheene helped Corser get the Ducati ride.

It is simply that they are a victim of their own success. Dunlop-shod machines won every superbike race except Mid-Ohio, every 250 race, and a vast majority of the supersport races.

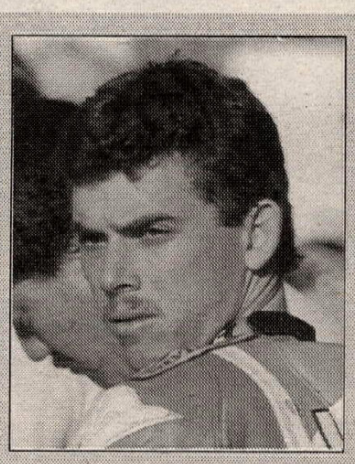
"My life was a lot easier when I had one rider," Allen says jokingly. But it's not all work.

At the end of the test he fitted qualifying tires, actually soft-compound tires, to the rear of Picotte's and Sohwa's machines. "Doug (Polen) bet me that it would be okay. I said that it would be blistered. It was blistered. I just wanted to see how fast he could go. He did a 1:51.69 and he was doing mid-52s before that. On the third lap it went off. Generally, you can feel a vibration. The front tire he had on was holding him back."

Polen was in a wagering mood again when Sohwa went out. "He's got a 590 rear; it's the softest one they've got. One warm-up lap, one fast lap. I'll lay you money that he'll do a 50-flat," Polen said.

He was close, it was a 1:51.17. CN

Unhealthy Yosh team busy



Of the three Yoshimura Suzuki riders at Daytona, only supersport rider Britt Turkington was healthy and ready to test at full strength. The Superbike riders, Thomas Stevens and Donald Jacks (right), were both recovering from injuries, Stevens nursing a wrist he sprained two weeks earlier when he hit a tree aboard his dirt bike, and Jacks still bothered by the lingering affects of his '93 race crashes, which meant that testing all the parts they'd brought was more difficult than it might have been.

"We're trying to get a handle on the bike," Stevens said during Friday's lunch break. "There's no doubt that we struggled last year. We made tremendous gains and have gone to the next level, but we have to go the next level again to be competitive with the other teams. We're not here to test tires. We're just here to work with the machines. We've been using the same tire all weekend, which would be the Daytona 200 tire."

Stevens said that he'd been in therapy for the past two weeks since spraining his wrist. Like Kevin Magee, Stevens said the pain was especially acute when changing direction, out of turn one, onto the banking, out of the chicane. It forced him to change his grip, holding on with only two fingers. "I don't think it slows me up any. My riding is very imporant to me. We're going through the paces, testing different stuff. Sometimes it gets frustrating. It's part of the job. You ride this as hard as you can ride it. The first day we worked on the baseline stuff that we ended last year with. Today we changed more stuff. It usually takes three to five laps and you can pretty much know if the change helped. Once the tire heats up, it's just a matter of putting your head down. When you change suspension components, you don't want to judge it off the bat. At the end of the day, we'll give it the best we've got."

Don Sakakura, the Yoshimura Suzuki chief mechanic, said they were trying a little of everything that they'd be using on the 1994 machines. He didn't know when they would be getting the new bikes, but expected to test them at Willow Springs before the start of the season.

Because he hadn't ridden most of 1993 following his accident at the opening race in Phoenix, Donald Jacks was still getting up to speed.

"I'm having a hard time this weekend," Jacks said. "All I did was race at Atlanta last year. It's the only race I really raced. I tried to do a couple of other ones. I'm just trying to be safe. I'm a little slow because I haven't ridden. I need a bunch of laps to get my confidence back. My right arm is giving me trouble. After 10 straight laps, or at the end of the day, it starts aching. I've got a serious off-season training program this year."

Jacks was also having machine problems.

"We're having stability problems on the banking. The rear wheel is spinning and skidding," he said.

The only rider not having trouble in the Yoshimura garage was Britt Turkington, though he did have one dark episode.

"Yesterday (Thursday) we already equalled the lap record (Supersport) of March, a 56.8," the Texan said. "We did it fairly early, within the first 10-15 laps, aboard the 1994 model. There's some new bracing on the swingarm, larger and lighter forks, bracing on the frame and motor. It looks like it went in the right direction if we can crack the lap record after the first few outings. I didn't expect to get going that fast, that soon.

"It seems more stable. It's definitely lighter than last year's bike. The motor's better. Overall, they put together a better package. They took some weight out of the moving parts in the engine and it revs better.

The only problem Turkington had was a spill in the second horseshoe when the front end washed out on braking.

"We were using different brake pads that were a little too sensitive. They're six-piston calipers this year. Basically, I was braking deeper and deeper. I found the point," he said with a laugh. "I almost did it again today. I went all the way to the guardrail in two. This place definitely tests the brake load and tire load."

Since Turkington was up to speed so quickly, he was able to sort through the DOT tires he'd be using this year, though he had a good idea coming in which ones he'd be using and found he could race on any of them.

"We tried maybe three or four different front and three or four different rears. If all the tires tested within a second of each other, they're all good," he said.

SEASON'S GREETINGS

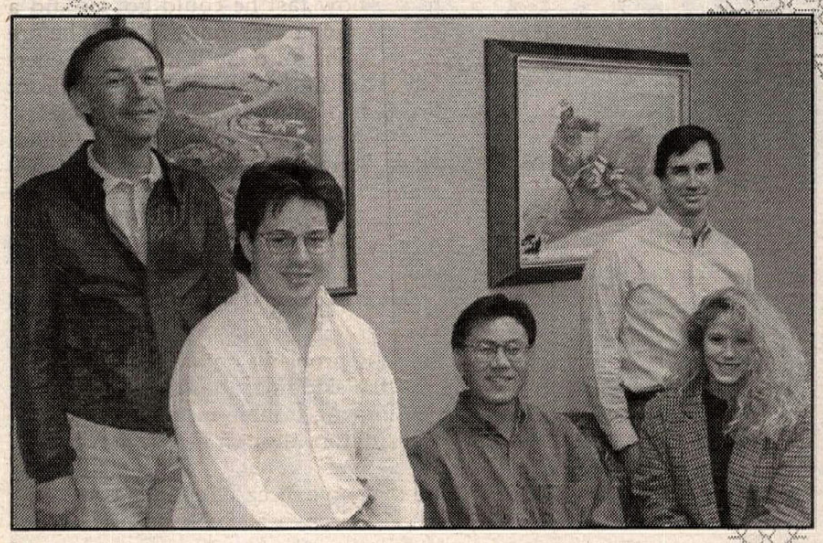
From the staff of Cycle News

Mike Klinger

(Seated) Alma Anguiano, Missy Pierson, (standing left to right) Rheba Smith, Carol Begovic, Pam Klein, Leonard Herring

(Standing left to right) Rhonda Crawford, Judy Klinger, Peggy Rivera, Kelly Branscome, (seated) Chris Aitcheson

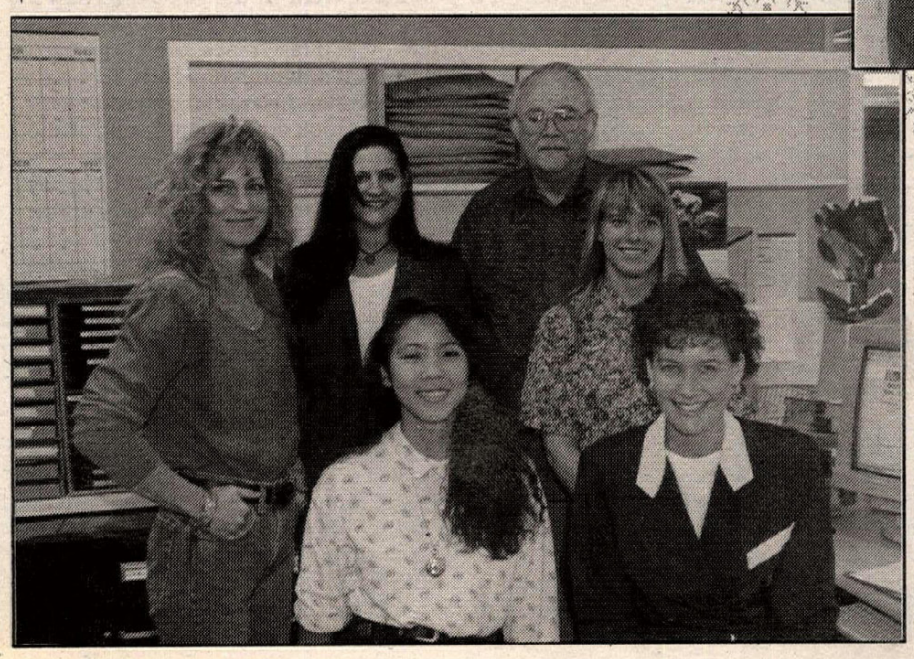
Geneva Repass, Herlane Lewis, (seated) Donna Bryan-Diamond



Terry Pratt, Mark Thome, Forrest Hayashi, Toni Kerr, Thomas Gonter

(Left to right) Greg Mitchell, Carla Allen, Mark Mitchell, Rick Matheny

(Seated) Mandy Loo, Stacey Guest, (standing left to right) Ree Johnson, Victoria Vaus, Dennis Green, Amy Faught



(Left to right) Scott Rousseau, Kit Palmer, Chris Jonnum, Paul Carruthers, Donn Maeda

TEST Suzuki RM125

"I hate the word 'mellow,'" said Suzuki's Pat Alexander as he handed over our '94 RM125 test bike. "Mmellooww. Mellow is bad. Mellow is not good. People automatically think mellow means slow."

By Donn Maeda

Screaming yellow zonker

Don't worry Pat, we won't say that the 1994 Suzuki RM125 is mellow.

But why should we? Sure, the new eighth-liter RM doesn't have the same low and mid-range punch that last year's had, but that doesn't necessarily mean that it's slow... or mellow.

Instead, the newest version of the RM125 boasts a decent burst of power that is primarily located at the top of the powerband. Sure, the bike might seem "mellow" to a beginning rider, but the powerplant can be made to work magic in the hands of faster or more aggressive riders.

So what did Suzuki engineers change? According to Suzuki, "RM125 engine improvements for '94 have been designed to create better overall power with an emphasis on improved rear wheel traction and control, through smoother transitions from low to mid to high rpm engine speeds."

For starters, the cylinder port timing has been changed to allow for more high rpm rev capability, and Suzuki claims that the new specifications produce more horsepower as well. A new Keihin PWK 36mm carburetor replaces last year's Mikuni unit, and is said to provide better throttle response and power delivery.

Other changes include a new intake pipe and a more durable reed valve that is claimed to improve acceleration. A digital-type ignition replaces last year's CDI box, and, oddly enough, Suzuki tells us that the ignition is programmed to provide better low and mid range power.

But what about those trick, new forks?

"The single most important change to the RM is an all-new front fork design made by Showa," says Suzuki's press information. "This is Showa's most advanced design of inverted, cartridge-type telescopic forks and it is a Suzuki exclusive. Two years of development has been contributed by Team Suzuki riders to acheive this level of performance."

On the outside, the forks look no different than any other inverted fork, with the exception of the top fork cap. Rather than the familiar rebound damping adjusters, the top fork cap sports the compression damping dials. Showa's new Twin-Chamber design is a radical departure from the traditional inverted fork design, and internally, the new insides closely resemble those of a rear shock. Unlike the traditional cartridge fork design in which the cartridge shares the same oil as the rest of the fork, the Twin-Chamber design separates the cartridge from the rest of the system.

Such a design prevents air contamination of the oil in the cartridge, thus providing more consistent rebound and compression damping. The oil in the sealed cartridge unit is not succeptible to the foaming that occurs almost immediately when the bike is ridden.

The fork spring is now located in the bottom half of the fork and, as stated earlier, the rebound and compression adjusters have been flip-flopped in order to enlarge the oil lock system. The oil lock is designed to provide a cushion effect when the fork reaches the bottom of its stroke.

Externally, the forks have been lowered 5mm in the triple clamps in an attempt to reduce headshake.

Out back, the rear shock linkage ratio has been altered to compliment the ride of the new fork. According to Alexander, the new ratio is designed more towards outdoor-type terrain, rather than the radical indoor supercross-type courses. The shock has been revalved to coincide with the linkage ratio changes, and a softer shock spring rounds out the changes made to the rear.

Another alteration on the new RM125 is brake pads that are made of a different material. Suzuki claims that they improve braking and have greater wear resistance.

Thanks to a new mounting tab location, the radiator shrouds are 20mm narrower at the front, providing more room for the rider's knees. New one-piece footpegs, bigger fork protectors and a new sidestand complete the package. Suzuki has finally done away with the frame-mounted kickstand and gone with the more popular triangle sidestand design.

Perhaps the most important new feature is the RM125's all-new, bigger and not-so-much-better price tag of $3999. Thanks to the ever-declining dollar-to-yen ratio, this year's 125 costs $300 more than last year's.

Opinions

I must admit, my first feelings about the '94 RM125 were those of disappointment. I had grown quite fond of the '93 RM125, thanks to its peppy motor and great turning traits, and I was saddened when I first threw a leg over the '94 and found that the power spread was completely different. While last year's motor started to pull down low and hit really hard in the middle of the powerband, this year's RM seems to produce the bulk of its power way up on top.

My first ride aboard the new RM came at Starwest Supercross Park. Just as its name states, Starwest is riddled with numerous stadium-type obstacles. On this day, I was able to ride both the '93 and '94 machines back to back, making it even easier to compare the two machines. I found that most of the obstacles were easier to clear on the older machine, as the hearty burst of power could easily send me sailing over all of the obstacles. Jumping those same jumps on the '94, though, took more effort and much more concentration. The new bike is tougher to keep on the pipe but, oddly enough, once it's on the pipe it pulls much harder than the '93.

Suspension-wise, the RM felt just fine on the relatively smooth track. The Showa front end felt a bit harsh at first, but after a few hours of break-in time the ride improved considerably. The rear end soaked up all of the killer landings without bottoming, as did the fork. The RM worked like a charm through the stadium rocker section, as both the front and rear ends felt well balanced. I did, though, have to make very sure of my gear selection before entering the section, as too-high a gear would leave me bogging.

A few days later, Chris and I took the RM125 to Glen Helen Raceway, site of the 250cc National MX Series finale. Glen Helen is a relatively fast track that features a few tabletop jumps and two whoop sections. As the day wears on, the track grows more challenging as it becomes rougher and more slippery.

It was at Glen Helen that I really began to like the new RM. In the tighter corners, the RM hugged the inside line and went anywhere it was pointed. In flatter turns, the bike worked equally as well and slid quite predictably. On some of the fast straights, however, I found that the forks were too softly sprung for the braking bumps that followed. Stiffening up the compression only made the ride feel harsh, so I think I would opt for the stiffer fork springs instead. Out back, the rear end worked fairly well. Although it tended to swap from time to time, it never really did anything that scared me.

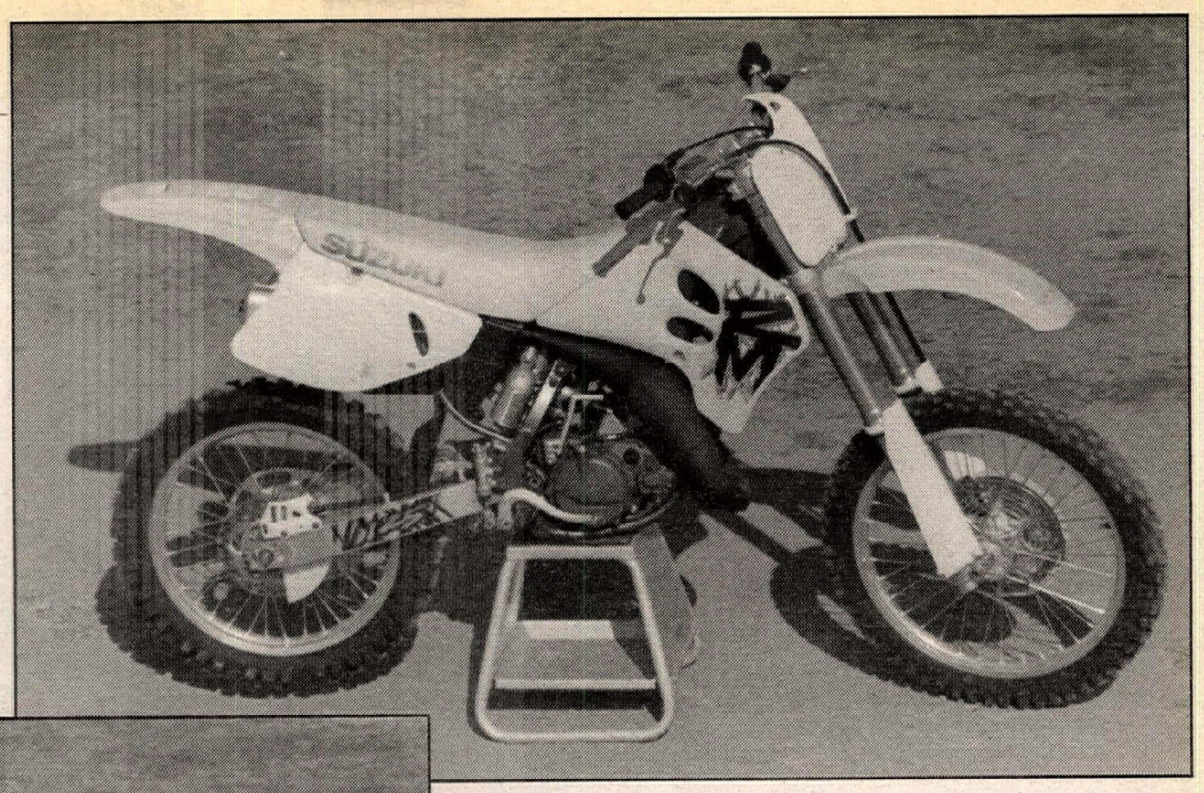
Motor-wise, the RM felt worlds better at Glen Helen than it did at Starwest. Why? Because unlike Starwest, an instant burst of power isn't needed to negotiate any of the obstacles at Glen Helen. Because of it's fast straights and berm turns, it was easier to keep the RM in the upper part of the powerband at Glen Helen.

Though I wouldn't dare say that the

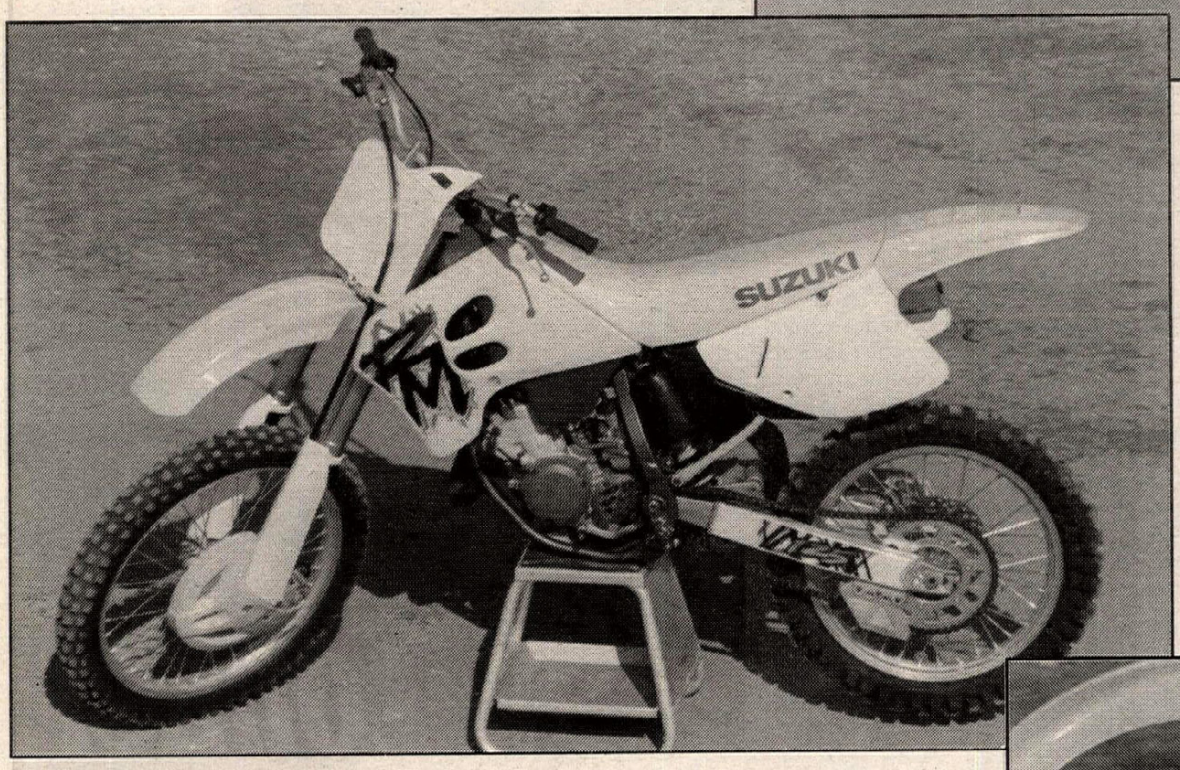
RM125 is as fast as a Honda CR125, I would say that its motor pumps out an impressive amount of power. More experienced riders will probably adapt to the RM better than beginner or novice-class riders, as the powerband favors a more aggressive riding style.

But what about the rest of the bike? Unlike Chris, I had no problems with the radiator shrouds snagging the tops of my boots, but I did notice that that the seat/radiator shroud junction was rather awkward. For some reason, the seat cover tends to flap over the shroud, leaving it very vulnerable to my ever-lurking knee braces. The RM's seat cover isn't a pretty sight after a few rides.

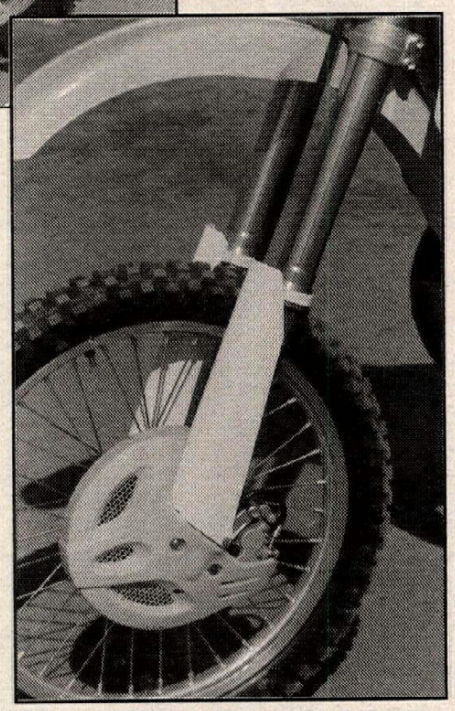
The brakes work very well, providing plenty of stopping power with only a minimal tug or push on the brake lever and pedal. I was, however, able to make the rear binder squeal considerably within a matter of laps. Taking the pads out and sanding the glaze off solved that problem, though.



(Right and below) To the casual observer, the 1994 RM125 doesn't look much different than the '93 version. A yellow disc guard and the swingarm graphics are the only obvious changes.



(Below) The biggest news about the new RM is the new Showa fork. It is the same type of fork that was used by the factory Suzuki race team last year. The fork is set up soft in stock condition, but doesn't bottom violently. (Bottom) The 124cc motor pumps out a differnt type of power than last year's. More-experienced or agressive riders will appreciate the new powerband.



The stock bars have a strange bend, and they get even stranger after your first big get-off. Both the bars and the levers bend quite easily.

The Dunlop 707s work excellently on hard-packed tracks, and although they are a hard-terrain tire, they work fairly well when the going gets soft as well. The back tire works better than the front, though, and we opted to install a K490 intermediate terrain tire in front.

All in all, the Suzuki RM125 is a neat package. It's fast, handles well and looks pretty sharp. I'll take it.

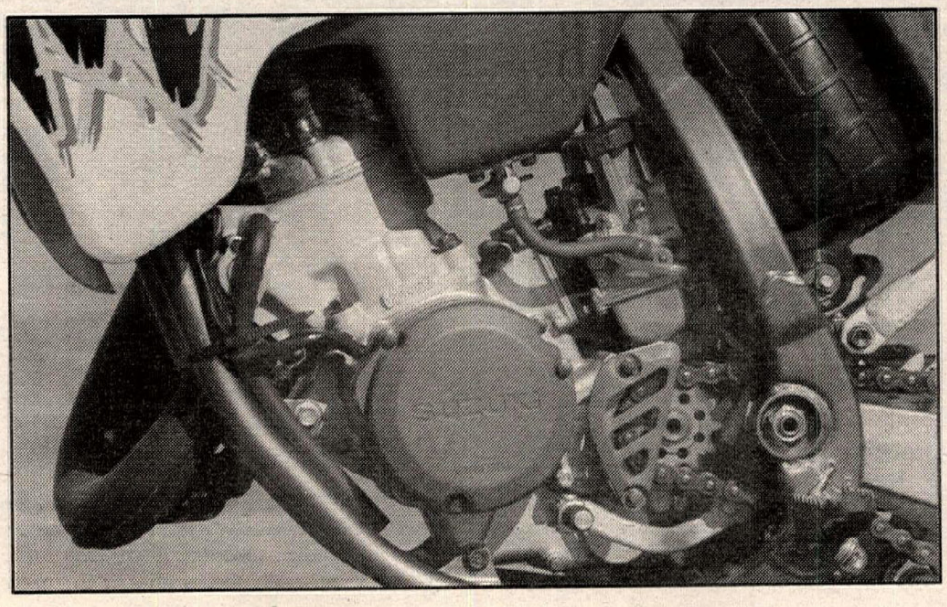
Donn Maeda

Age: 25
Height/weight: 5'10"/160 lbs.
Specialty: Motocross
Riding ability: Intermediate

Donn and I have totally different physiques, riding styles and preferences, and normally have widely varying opinions of the bikes that we test. With the RM125, however, I agree with Donn on everything except handlebar position (I've given up hope of ever weaning him from running his bars as far forward as they will go).

I picked the Suzuki as the winner of our 1993 125cc shoot-out, due primarily to its broad spread of power. I liked the fact that Suzuki provided their tiddler with a decent bottom end and midrange, when many manufacturers seemed to concentrate solely on the top-end performance. I was less thrilled with the RM's suspension, but the sweet power spread more than made up for it, in my eyes.

I was happy to discover that Suzuki had greatly improved the 125's suspension for '94. I won't pretend to understand the intricacies of their new Twin-Chamber fork technology, but whatever it does, it works. The fork gobbles up whoops, ruts and G-outs with equal aplomb, and the back end doesn't swap to the side. I rode the bike on the infamous Mammoth Mountain MX course, which is known for getting extremely rough towards the end of the day. The bike soaked up everything the track threw at it, including a set of gnarly braking bumps at the bottom of the downhill. As Donn mentioned, the fork and shock springs are too soft and the RM will shake its head on chopped-up straights, but I was happy with the suspension other than that.



While Suzuki improved the little RM's weak point, I was sad to discover that they also did away with what in my view was its strongest feature. Gone are the healthy bottom end and peppy midrange, as the 125's biggest hit is now concentrated in the upper regions of the powerband. I was quite disappointed after my first ride on the RM, but the first time I cleaned the air filter I saw the reason why; Suzuki had given us the bike with the airbox lid in place. Removing the lid helped quite a bit, but I still preferred last year's power spread over that of the '94. However, the new Suzuki can also be made to fly if you ride it correctly, especially on faster tracks. The power worked well at Mammoth, but I had to keep my clutch hand working overtime.

As usual, the RM can turn on a dime, and the new brake pads help it to stop on one too. The clutch is a pleasure to use and shifting is smooth as butter. With the exception of the left radiator shroud constantly catching on my boot cuff, the bike was quite comfortable. Maybe next year Suzuki will combine the '93 engine with the '94 suspension...

Chris Jonnum

Age: 25
Height/weight: 6'3"/170 lbs.
Specialty: Off-road/Motocross
Skill level: A/Novice

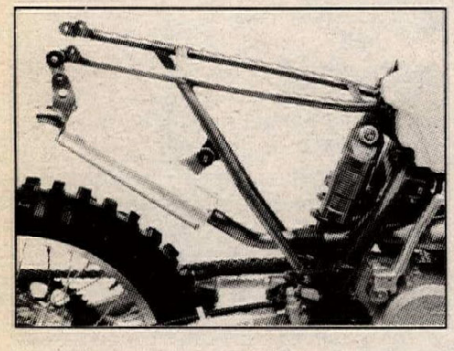
While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation

Suzuki RM125
Specifications

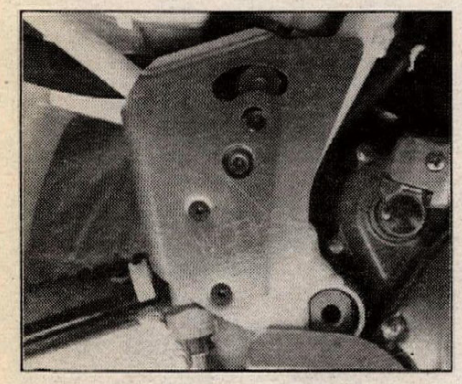
List Price	$3999
Displacement	124cc
Engine type	Liquid-cooled, single-cylinder two-stroke
Bore x Stroke	54x54.5mm
Compression ratio	9.1/11.4:1
Carburetion	36mm Mikuni
Ignition	PEI
Transmission speeds	6
Starting system	Kick
Fuel capacity	2.0 gal.
Wheelbase	56.5 in.
Rake/trail	62 degrees x111mm
Seat height	37.8mm
Front tire	80/11x21
Rear tire	100/90x19
Front wheel travel	12.2 in.
Rear wheel travel	12.8 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	194 lbs.

HOLIDAY GIFT GUIDE

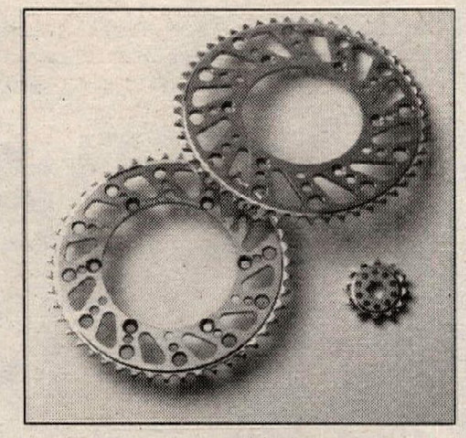
Shoei's FX-2 Ballistic is constructed of lightweight fiberglass and features an adjustable visor and an inner lining that is said to provide comfortability and excellent moisture absorption. A ridged rubber rim around the eyport prevents goggle slippage. The FX-2 is available in solid white and new Ballistic colors black/green/pink, white/blue/pink, white/ purple/yellow, and black/ orange/pink. The helmet is available in all popular sizes. Cost is $231.40. For more information contact Shoei Safety Helmet Corp., Dept. CN, 333 S. Hope St., Suite 2550, Los Angeles, CA 90071, 213/628-0275.



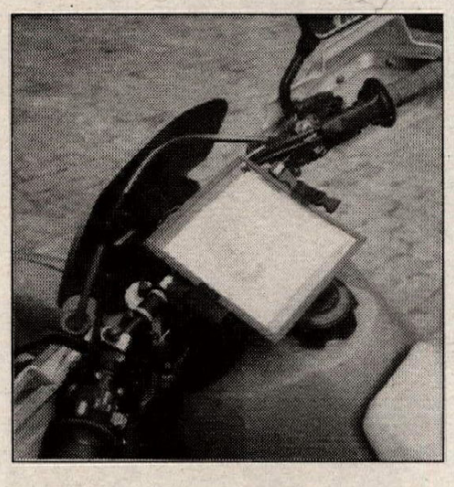
Yamaha YZ125 and YZ250 owners can make their bikes more like Yamaha's works caliber machines with the addition of the Yamaha YZR titanium subframe. Developed to decrease weight on the factory racebikes, the unit weighs 1.4 pounds less than the standard YZ subframe and is available for '93-94 YZ125 and 250 models. Suggested retail price is $204.95, and the subframe can be ordered through authorized Yamaha dealerships. For more information contact Yamaha Motor Corporation USA, Dept. CN, 6555 Katella Ave., Cypress, CA 90630, 714/761-7718.



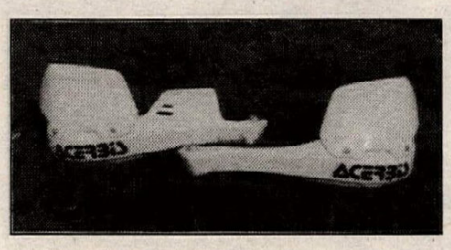
Riders who want their bikes to look as new as possible may often be annoyed by the way their boots rub the paint off their mount's frame near the footpegs. Works Connection manufactures frame guards to combat the problematic paint rub-off syndrome and give your machine a factory look at the same time. Machined from aircraft-grade aluminum, the guards come with a kit that includes all the necessary hardware for simple installation. The aluminum frame guards are available for all 125-500cc Japanese MXers. Cost is $49.95 per pair. For more information contact Works Connection, Dept. CN, 8029 Prior Way, Sacramento, CA 95842, 916/349-1450.



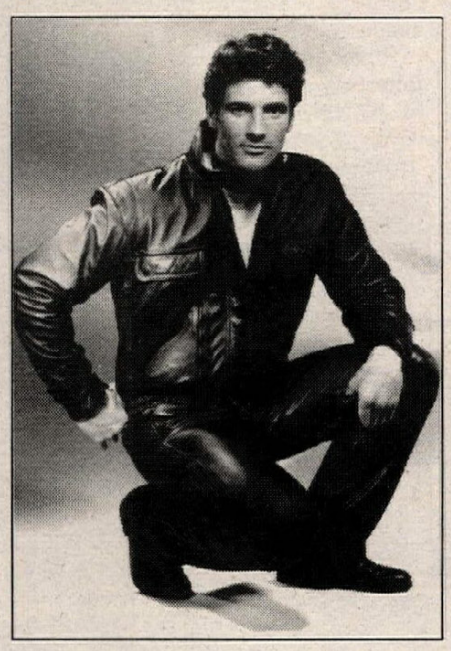
If you're looking to change your stock sprockets, Answer has their M-3 Radialite line of high-performance replacement sprockets. The countershaft sprockets are constructed from hardened chromoly and feature a gold anodized finish, and the reversible rear sprockets are constucted 7075-T6 aluminum alloy and are also gold anodized. The sprockets have a self cleaning tooth design and are drilled for light weight. Radialite sprockets are available for most late model off-road motorcycles with suggested retail prices starting from $16.95 for the countershaft and $59.95 for the rear. For more information contact Answer Products, Inc., Dept. CN, 27460 Avenue Scott, Valencia, CA 91355, 805/257-4411.



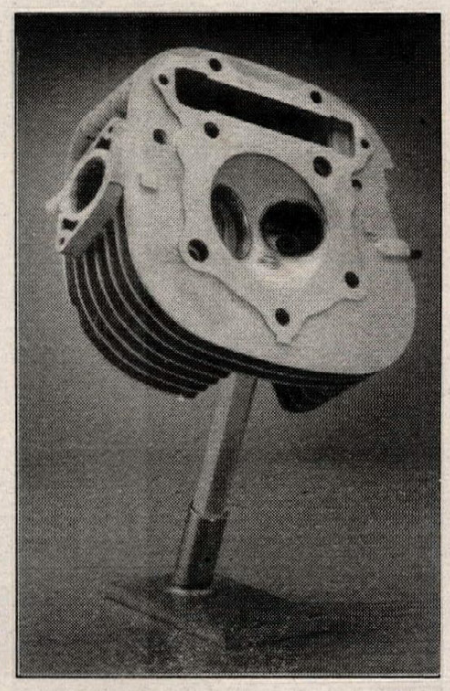
CycoActive's new crossbar mapcase attaches to the handlebars of most off-road and dual- sport motorcycles. The mapcase is constructed of the same heavy duty, soft vinyl window material that is used on 4x4 soft tops and held closed with velcro. Measuring 7-1/2" by 7-1/4", with 2" extending forward of the crossbar, the mapcase is held on with two quick release connectors that allow it to be flipped over and reattached without removing the map from the case. The mapcase is available in red, blue or black, and it comes with two pair of connectors for two motorcycles. Cost is $16.95. For more information contact CycoActive Products, Dept. CN, 117 E. Louisa St., Seattle, WA 98102-3203, 206/323-2349.



Acerbis Rally handguards are injection molded from a nylon composite that is claimed to have strength and durability equal to aluminum without the weight. The handguards are vented, and a spoiler is available for riders wishing additional protection. The mounting system includes a slip-lock handlebar insert with machined washers and spacers. The handguards are available in red, white, blue, black and purple. Suggested retail price is $59.95 for the Rally handguards and $24.95 for the optional spoilers. For more information contact Acerbis USA, Dept. CN, 9402 Wheatlands Ct., Suite A, Santee, CA 92071, 619/562-1440.



Billed as the "Swiss Army Knife of leather jackets," the Scout jacket by Firstgear provides numerous storage pockets and compartments hidden behind leather torso flaps. The flaps are closed and opened with zippers that double as the control for the jacket's patented ventilation systems. Other features include a convertible neck warmer called the Thermoneck, and sleeve vent systems as well. The manufacturer claims that comfort and protection from the elements were major goals achieved in the design of the jacket. The jacket is available in black or antique brown with a suggested retail price of $490. For more information contact Intersport Fashions West, Inc., Dept. CN, 333 S. Anita Dr., Suite 1025, Orange, CA 92668, 714/978-7718.



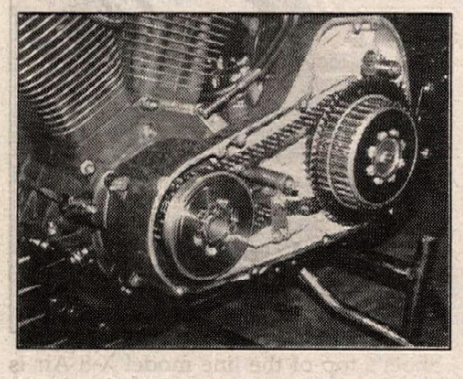
Rock Solid Performance has designed its Headholder to make working on cylinder heads more convenient. The headholder is made from CNC-machined, 6061-T6 aluminum and has an anodized finish. Available in 12 and 14mm sizes, it installs in the spark plug hole and can then be clamped in a vise or used with the optional stand. The plated steel stand can be bolted or clamped to your workbench. Suggested retail price is $10.95. For more information contact Rock Solid Performance, Dept. CN, P.O. Box 8133, Colorado Springs, CO 80933-8133, 719/495-0285.

Dubbed by the manufacturer to be an extremely comfortable and cool glove, the Tour Master Air-Flow glove is made of perforated nylon material on top to allow venting and provide comfort and flexibility. Spandex panels along the sides of the fingers provide additional flexibility and venting. The palm is constructed of machine-washable Amara for strength and durability. The Air-Flow glove comes in sizes ranging from XS-XXL and is available in black only. Cost is $18.95, and the gloves come with a 90-day warranty. For more information contact Tour Master Riding Gear, Dept. CN, 2360 Townsgate Rd., Westlake Village, CA 91361, 805/373-6868.

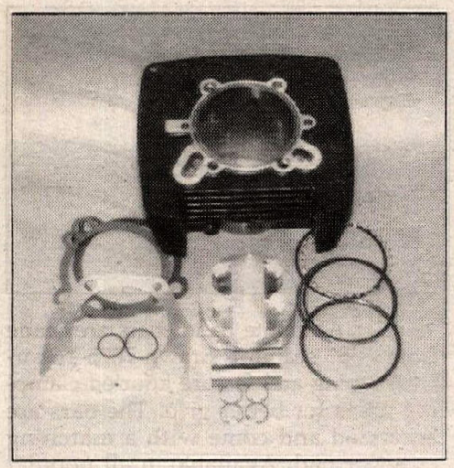
Shoei's top of the line model X-8 Air is now available with new "Falcon" graphics. The X-8 Air features Shoei's Dual Liner Ventilation System, which is a double-layer, shock- absorbing liner vent that draws fresh air from the upper and lower vent, circulates throughout the interior, then exhausts out the top outlets. Shoei claims this system provides ideal ventilation. The X-8 Air Falcon and all X-8's are Snell M90 and D.O.T. approved and are now available in black/pink/silver, white/ blue/purple, purple/silver/yellow/ black, and red/silver/purple. Cost is $429 for sizes XXS-XXL. Shoei Safety Helmet Corp., Dept. CN, 333 S. Hope St., Suite 2550, Los Angeles, CA 90071, 213/628-0275.

Answer Alumilite handlebars are made from 7/8" seamless drawn 7075-T6 aircraft tubing and feature knurled clamping areas for better grip. The bars are anodized and come with a matching crossbar pad. Available in all popular bends and colors, the Alumilite handlebars have a suggested retail price of $69.65. For more information contact Answer Products, Inc., Dept. CN, 27460 Avenue Scott, Valencia, CA 91355, 805/257-4411.

HJC's new CL-10 full face helmet is said to combine comfort and light weight with an affordable price tag. The helmet's lightweight shell is made of molded Cycoloy, which HJC says is the latest advancement in Thermoplastic alloy technology. The helmet features a brushed nylon liner and flow-through ventilation with closeable vents placed in the chin bar and forehead as well as exhaust vents in the rear. The adjustable, ratcheting face shield is optically correct. The Snell M90-approved CL-10 is available in several solid and metallic colors, and sizes run from XS-XXL. Suggested retail price starts at $119.95. For more information contact Helmet House, Inc., Dept. CN, 2360 Townsgate Rd., Westlake Village, CA 91361, 805/373-6868.



Harley-Davidson owners who want to hear and not feel the rumble of their V-Twins might want to check out Genuine Fisher's Harley-Davidson damper. The damper uses a floating dual inertia ring that is claimed to reduce vibration by 60% and to increase overall performance by allowing quicker acceleration over the entire RPM range. Minor outer primary case modification is requred on certain models. The Harley-Davidson damper is available for most models, with Sportster and belt drive versions coming soon. Cost is $418. For more information contact Genuine Fisher, Dept. CN, 2900 Bristol St., Suite G-107, Costa Mesa, CA 92626, 714/751-6805.



Ron Wood Enterprises has a new big-bore kit for four-stroke Rotax owners wanting more displacement for their singles road racers. The aluminum sleeve and piston will allow 604 and 605 engines to dipslace 676cc, which Wood claims is just the thing for Rotaxes competing in the the AMA 250cc GP and AHRMA classes. The kits include piston, rings, pin and clips, cylinder sleeve, head gasket and o-rings, and it will work on late model cylinders with the casting number 223 400 in the right front corner. Race-ready cylinders are also available. Prices start at $350. For more information contact Ron Wood Enterprises, Inc., Dept. CN, 755 W. 17th St., Costa Mesa, CA 92627, 714/645-0393.

To help prevent loss of your motorcycle to someone who wants it more than you do, Lanico Engineering has introduced a new motorcycle security system. Lanico's Force Field security system uses an electromagnetic sensor that will emit warning chirps if someone is too close to the vehicle. If the offender remains too close, the chirp rate increases until the siren is activated. The Force Field also disables the bike's ignition, and the system is water and shock resistant. Several options are available. Cost is $299. For more inforation contact Lanico Engineering, Dept. CN, 7160 Convoy Ct., San Diego, CA 92111, 619/279-6196.

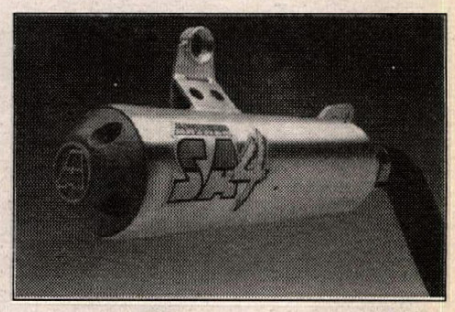
The Honda race gear bag is constructed of water-resistant cordura nylon, with heavy duty straps and buckles for durability. It features two large end compartments - one to stow boots and the other a padded pocket for helmet storage. The huge central pocket makes it easy to put away the rest of your gear. The Honda race gear bag is available in red only at a suggested retail price of $99.95. For more information contact American Honda Motor Co., Dept. CN, 1919 Torrance Blvd., Torrance, CA 90501-2746, 310/783-2000.

Zero Gravity has introduced a line of newly designed windscreens for the Honda CBR900RR. Thermoformed from 1/8" acrylic, the screen offers the same low distortion optics and precision fit featured in other sportbike windscreens. The 900RR windscreen is available in either its O.E.M. form, as a "Pro Series" racing screen, or as a Sport Touring model (shown). Designed with rider comfort and aerodynamics in mind, the Sport Touring version is slightly taller and shaped with a mild "flip" designed to raise the point at which the wind hits the rider and to guide air over the rider's helmet when in the full tuck position. Available in clear and smoke as well as a wide variety of colors, the screens retail from $69.95. For more information contact Zero Gravity Corp., Dept. CN, 5312 Derry Ave., Unit D, Agoura Hills, CA 91301, 818/597-9791.

Sidi's Top Action Evolution boots are constructed out of the finest quality top grain Italian leather with a double layer of leather used on the inside of the boots to protect the rider from unwanted heat transfer, and they feature a four buckle closure system incroporating Sidi's exclusive "cam-lock" buckle. Other features include all-new exterior plastic plating at key impact and stress areas, soft articulated plastic panels at all key flex points, and a fully padded inner tongue. Available in five new colors, the boots are backed by a lifetime guarantee on materials and workmanship, and a 14-day comfort guarantee. Suggested retail price is $259.95. For more information contact Acerbis USA, Dept. CN, 9402 Wheatlands Ct., Suite A, Santee, CA 92071, 619/562-1440.

Tour Master's Highway Glove is claimed to be one of the most comfortable and stylish gloves you'll ever find. The glove uses a premium grade Nappa Leather with double-layered palm and is lined with a soft brushed nylon lining material. The glove also features optional studs and a concho with leather lacing extending its full length. The Highway Glove is available in black only; sizes S-XXL. Suggested retail price is $52.95 with concho and $49.95 without. For more information contact Tour Master Riding Gear, Dept. CN, 2360 Townsgate Rd., Westlake Village, CA 91361, 805/373-6868.

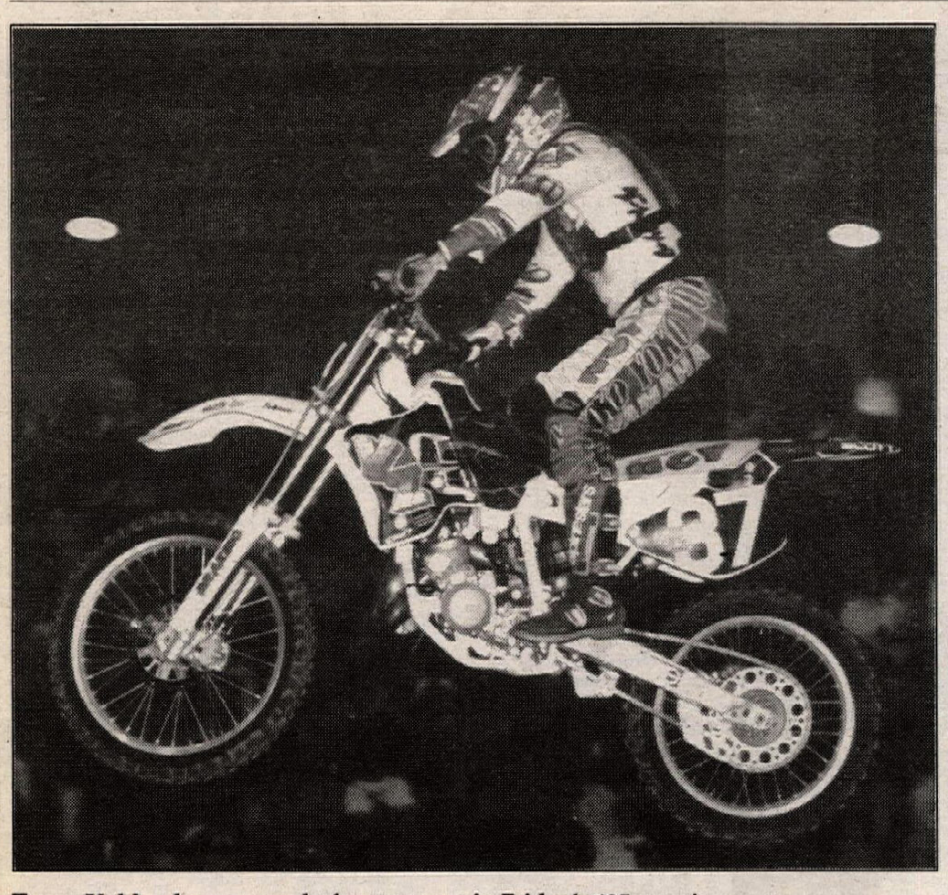
The Shoei RF-700 helmet represents a combination of the X-8 and RF series helmets. The ventilated shell is constructed of an all-new fiberglass, incorporating Shoei's new Quick Release Base Plate and the CX-1 shield, and features a comfortable, quiet interior. The RF-700 is Snell M90 approved and is available in many popular plain and metallic colors as well as three new graphics entitled "Wave," "Spark," and "Quake." Suggested retail price is $278.20 for sizes ranging from XXS-XXL. For more information contact Shoei Safety Helmet Corp., Dept. CN, 333 S. Hope St., Suite 2550, Los Angeles, CA 90071, 213/628-0275.



Four-stroke riders looking for a quiet, U.S.F.S-approved spark arrestor/muffler may want to take a look at Answer's SA-4. The lightweight, 6061-T6 aluminum canister with cast aluminum end cap uses a Krizman Turbo Bullet that is guaranteed by the manufacturer to remain clog free. The mechanical baffling system requires no packing. The SA-4 comes with a steel header and can be bolted on most late model four-stroke bikes. Cost is $159.95. For more information contact Answer Products, Inc., Dept. CN, 27460 Avenue Scott, Valencia, CA 91355, 805/257-4411.

HeadStart Custom Helmets, Inc. offers a uniquely shaped helmet which provides complete coverage over the back of the head while leaving ears open for unobstructed hearing and improved peripheral vision. The helmet is available in all of HeadStart's bold and exciting leather and denim finishes. All HeadStart helmets meet or exceed D.O.T. standards. Suggested retail prices start at $137.95. For more information contact HeadStart Custom Helmets, Inc., Dept. CN, 7118 Gerald Ave., Van Nuys, CA 91406, 818/785-3485. CN

EVENTS



Tyson Vohland was an early front-runner in Friday's 125cc main event.

MOTOCROSS Arenocross '93

Lewis hits jackpot in Reno

By Joan Tiearney and Dickie Dye
Photos by George Ruiz

RENO, NV, NOV. 19-21

Kyle Lewis stole the show with wins in the 250cc class both Friday and Saturday nights while Cory Keeney and Lance Smail split main event wins in the 125cc class at the third annual Nevada Arenocross produced by On Trac Events, Robert Hansen and Jim Holley, which took place at the Reno Livestock Event Center.

Brought to Reno by Port of Subs, Yamaha Motor Corporation, Budweiser and Scolari's Markets, racing action was in the usual supercross style with heats, semis and last chance qualifiers. Several riders traveled far to get to this event. All the way from England, Dean Logsdale and Stacy Harmon competed to make it into the main event. Oklahoma riders Trey and Jason Owens, and Ty Harris also gave it their best.

The packed arena came to life when the bikes flew off the starting gate. In Friday's 125cc main event, Smail grabbed the holeshot followed by Tyson Vohland, Keeney, Scott Myers, Trey Owens and Lewis. Smail held his blazing pace as the rest of the riders jockeyed for position. Lewis, who was seventh on the start, steadily worked his way up to second by lap nine and passed Keeney after the whoop section. Up front it was smooth sailing for Smail, who rode a perfect, 15-lap main event for the victory. Lewis finished second and Keeney third. Kurt McMillen finished fourth, with Dan Ulven completing the top five.

Kyle Lewis was the early favorite coming into the 250cc main event, winning his heat race early. He would be joined by 250cc heat winners Keeney, Terry Parsons, Butch Smith, Harris, Smail, Vohland and Rusty Holland. Also in the line were semi finishers Lowell Moural Jr., McMillen, Myers and Trey Owens. Some of the local favorites made it to the semis and LCQ, but crashes and injuries halted their hopes until the next night's racing.

When the gate dropped it looked as though Keeney would get the lead but Lewis maneuvered his Noleen Yamaha to the first turn and jumped into the lead, leaving the rest of the field. Smail fought to catch up to third while Parsons railed his Kawasaki past Smith to take over fourth. Holland and McMillen battled in fifth and sixth with Holland coming out ahead in that battle. When all was raced and done, Lewis had notched a popular win. Second place belonged to Keeney, and Smail settled for third. Parsons and Holland rounded out the top five.

Saturday night's action was just as electrifying with Pro action, a media race and an exhibition race. "Flyin" Ryan Morais dazzled the crowd and sent them to their feet as he doubled the 65-foot triple jump on his Kawasaki KX60.

Saturday racing was fast and furious, with heat races spelling the retirement of Lewis's 125cc efforts following mechanical problems with his Yamaha. Keeney improved his previous day's efforts by two positions to take the win in his heat race. McMillen, Ulven, Parsons and Myers filled out the top five.

Keeney was off the gate in first and got the holeshot, with Parsons, Ulven, Myers and McMillen battling it out behind the leader. On the 11th lap the battle for second place exploded as Kawasaki-mounted Ulven and Big Valley Honda's McMillen entered the whoop section together. Ulven bobbled, giving an inch to McMillen, who took over second place. Ulven tried again to pass underneath McMillen in the horseshoe turn but lost momentum setting up for the triple jump. McMillen tripled but Ulven couldn't and lost second place. The crowd went crazy in the remaining four laps. Keeney set his Kawasaki on cruise to take the victory. McMillen finished second, Ulven third, Parsons fourth and Myers fifth.

Saturday's 250cc main event brought 12 riders to the line. Owens, Parsons, Smith, Holland, Moural Jr., Smail, Lewis, Myers, Keeney, Harmon, McMillen and Jon Nickolaus all got set to do battle. At the start, Smith grabbed the holeshot with Lewis right on his back tire through the first turn. Down the straightaway and over another set of jumps, well, you guessed it - Kyle Lewis was gone. Holland ran in third behind Smith, Smail in fourth, with McMillen and Keeney in hot pursuit. Lewis led from start to finish. In his wake, Honda-mounted Smith held on to second while the battle with Smail, McMillen and Keeney raged. Smail crossed the finish line in third with McMillen and Keeney finishing fourth and fifth. British racer Stacy Harmon was the only non-American to make a main event, finishing a creditable 10th place to the delight of the excited crowd. CN

Kyle Lewis returned to Reno and scored both 250cc Pro main event wins.

Results

Friday

125: 1. Lance Smail (Hon); 2. Kyle Lewis (Yam); 3. Cory Keeney (Kaw); 4. Kurt McMillen (Hon); 5. Dan Ulven (Kaw).

250: 1. Kyle Lewis (Yam); 2. Cory Keeney (Kaw); 3. Lance Smail (Yam); 4. Terry Parsons (Kaw); 5. Rusty Holland (Suz).

Saturday

125: 1. Cory Keeney (Kaw); 2. Kurt McMillen (Hon); 3. Dan Ulven (Kaw); 4. Terry Parsons (Kaw); 5. Scott Myers (Yam).

250: 1. Kyle Lewis (Yam); 2. Butch Smith (Hon); 3. Lance Smail (Hon); 4. Kurt McMillen (Hon); 5. Cory Keeney (Kaw).

Stewart bruises Black and Blue Enduro

By Michael Snyder

W. STAFFORD, CT, NOV. 7

Husqvarna support rider Kemp Stewart topped a field of 140 competitors to claim the overall honors at the Black and Blue Enduro in the Shenipsit and Nipmuck State Forests despite a fierce battle with his arch rival in the NETRA enduro championship standings, Kawasaki-mounted Rick Claxton.

Coming into this round, which was the second to the last event on the NETRA calender, Claxton held a 10 point advantage over his Husqvarna-mounted adversary, but the series standings would switch in Stewart's favor by the same margin as Claxton followed the winner home and claimed the second berth by a scant 45 seconds.

Nearly all eyes were on Claxton, who started on minute two, and Stewart, a minute behind his challenger, as both front-runners wanted to get away from everyone else and continue their points battle. Stewart inadvertently burned the second check to needlessly drop two points.

Nearly all the top riders would zero the next couple of sections until they came into the first seven-mile security section which was before the gas stop. Only two seconds separated the two title contenders. After the half hour reset, strategy would be a factor in Stewart's plan.

"Because of the Brand X rules, I was on Rick's minute going into the gas stop," Stewart said. "So in order to catch and pass him, I decided to wait and leave two minutes behind him into the known control instead of starting back out on my original minute three."

The theory worked for the 38-year-old Stewart as he gained a minute on his rival in the next security area.

Stewart would continue clawing his way back into overall contention as he moved into the same minute as Claxton. When these two competitors crossed the flags at the 10th check, it would set the stage for a battle royal to the end for the title. When the final scores were tallied, Stewart was able to pull off the win.

Results

G/A: 1. Kemp Stewart.
H-PT A: 1. Max Parkes.
H-PT B: 1. Andy Hansen.
H-PT C: 1. Brian Murray.
AA: 1. Rick Claxton.
B/W A: 1. Kevin Howley; 2. Mike Haas; 3. Steve Antoniou.
L/W A: 1. Steve Vanasse; 2. Jim Kelly; 3. Eric McEachern.
H/W A: 1. Jim Mitchell; 2. Mike Hines; 3. Dan Cowan.
4-STRK: 1. Ken Robbins; 2. Keith Honda; 3. Bill Drummey.
A VET: 1. Pete St. Pierre; 2. George Burrett; 3. Steve Peloquin.
SR A: 1. Jerry Randall; 2. Fred Burnham; 3. Bill Johnson.
S/SR: 1. Gordon Razee; 2. Don Burnett; 3. Tom Farley.
B/W B: 1. Bob Stadler; 2. Mark Bouvier.
L/W B: 1. James Roberts; 2. John Rosier; 3. Nick Tsokaks.
H/W B: 1. Bill Martin; 2. Rich Mitchell; 3. Steve Kravitz.
4-STRK B: 1. Rich Seymour; 2. Phil Collins; 3. Kevin Jordan.
VET B: 1. Alan Vetri; 2. Pete Canning; 3. Layne Dutlinger.
SR B: 1. Jim Stoddard; 2. Robert Landry; 3. Ron Courtemanche.
B/W C: 1. John Fredsall; 2. Mike Stone; 3. Herbert Fischer.
L/W C: 1. Robert Royce; 2. Bruce Rocha; 3. Edward Manley.
H/W C: 1. Scott Cormier 2. Jeff Scully.
4-STRK C: 1. Greg Wurlitzer; 2. Joel Kantola; 3. Jerome Ryan.
VET C : 1. David Dutra; 2. David Martindale; 3. Matt Kantola.
SR C: 1. Toni Moores; 2. Don Provost; 3. Al Fagan.

Gaylord gasses it at Red Bud Motocross

By Larry Witmer

BUCHANAN, MI, NOV. 7

Michigan's David Gaylord was the big money winner of the day, blitzing the 125 and 250cc Expert divisions on his Maple City Kawasaki/Bieffe/Multi Air/KX at the Red Bud Track and Trail-hosted, fourth annual grass track event sponsored by Scott Goggles and the 911 Moto Cross shop. Winners were rewarded with new Scott goggles and assorted prizes from 911. The runner-up positions also received Scott and 911 products.

Half-time racing featured two different mini divisions including an XR75 race. Lisa Akin Wagner came out of retirement to smoke the guys, and 911 mechanic whiz Jerry Birkey took the runner-up spot. The other race was an automatic father/son race. The little guys took to the auto track first, then exchanged with the dads. The kids chased their dads, chanting and giving the wobbly, long-legged riders advice. The dads were definitely out of practice and out of shape. B. J. Ripple and his dad took the win, with William Hicks and dad, Mark, in the runner-up slot.

The 250cc Expert first-moto holeshot went to Buck's Suzuki/Gear-mounted Bobby Wagner, followed by Gaylord, Chad Coon, Chuck Hamilton, and Jason Boyd. Gaylord made his move on the first lap to overtake Wagner by outbraking him at the end of a rough, loamy grass straightaway. That would be as close as anyone could get to the hard-charging Gaylord, as he checked out and was gone. On the fourth lap, Hamilton set up Coon, through a section of grass switchbacks, with an outside line to move into third place in the opening moto.

The second-moto holeshot went to Duane Anderson with Andrew Retburg, Wagner, Coon and Boyd in tow. Gaylord was busy picking up his KX in the first corner after a collision and remounted in last. Wagner slid past Retburg and Anderson on the opening circuit, establishing a big lead, but Gaylord was the fastest on the track, moving up to fourth by the end of the first lap. Wagner had a huge lead by the second lap but threw his RM away in the rear switchbacks. Coon inherited the lead, but soon lost it to Gaylord, who passed him in a choppy corner with an aggressive outside line. Gaylord never looked back, winning the final moto. Coon then lost the second place position over the Ski jump when Wagner held the gas on and used momentum to make a pass.

Results

AUTO: 1. Bradley Ripple (Yam); 2. William Hicks (Itj); 3. Aaron Williams (Yam); 4. Lindsey Hicks (Itj); 5. Roy Horton Jr. (Yam).

60: 1. Nicholas Vargo (Kaw); 2. Dustin Cannon (Kaw); 3. Casey Rinker (Kaw); 4. Chris Koostra (Kaw).

85 (12-15): 1. Jason Jordan (Kaw); 2. Brad Cannon (Yam); 3. Tim Garber (Hon); 4. Brian Raiski (Yam); 5. Allan Doneth (Hon).

85 (7-11): 1. Adam Higgins (Kaw); 2. Nicholas Vargo (Kaw); 3. Brian Koostra (Kaw); 4. Dustin Cannon (Yam).

85 C: 1. Shane Carlton (Yam); 2. William Doorlay (Kaw); 3. Matt Isbrect (Hon); 4. Chris Owens (Yam).

125 EX: 1. David Gaylord (Kaw); 2. Dan Geisler (Suz); 3. Derik Gayheart (Hon); 4. Steve Rourke (Yam).

125 B: 1. Jeff Ulshafer (Suz); 2. Todd Flickenger (Kaw); 3. Jeromi Beans (Hon); 4. Gregg Watson (Kaw); 5. Jeremiah Slayton (Suz).

125 C: 1. Jeff Ford (Yam); 2. Darla Martin (Suz); 3. Scott Schoenbeck (Kaw); 4. Chris Galloway (Hon); 5. Mike Rogo (Yam).

250 EX: 1. David Gaylord (Kaw); 2. Robert Wagner (Suz); 3. Chad Coon (Hon); 4. Andrew Retburg (Suz); 5. Duane Anderson (Kaw).

250 B: 1. Chris Cummings (Kaw); 2. Robert Kolling (Yam); 3. Gregg Watson (Kaw); 4. Chad Boyd (Suz); 5. Gregg Wegenke (Hon).

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(5 bikes make a class)

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2-$30	2-$50
3-$10	3-$30
	4-$25
	5-$20

11-16 Bikes	
1-$100	5-$30
2-$60	6-$20
3-$40	7-$15
4-$35	

Over 16 Bikes	
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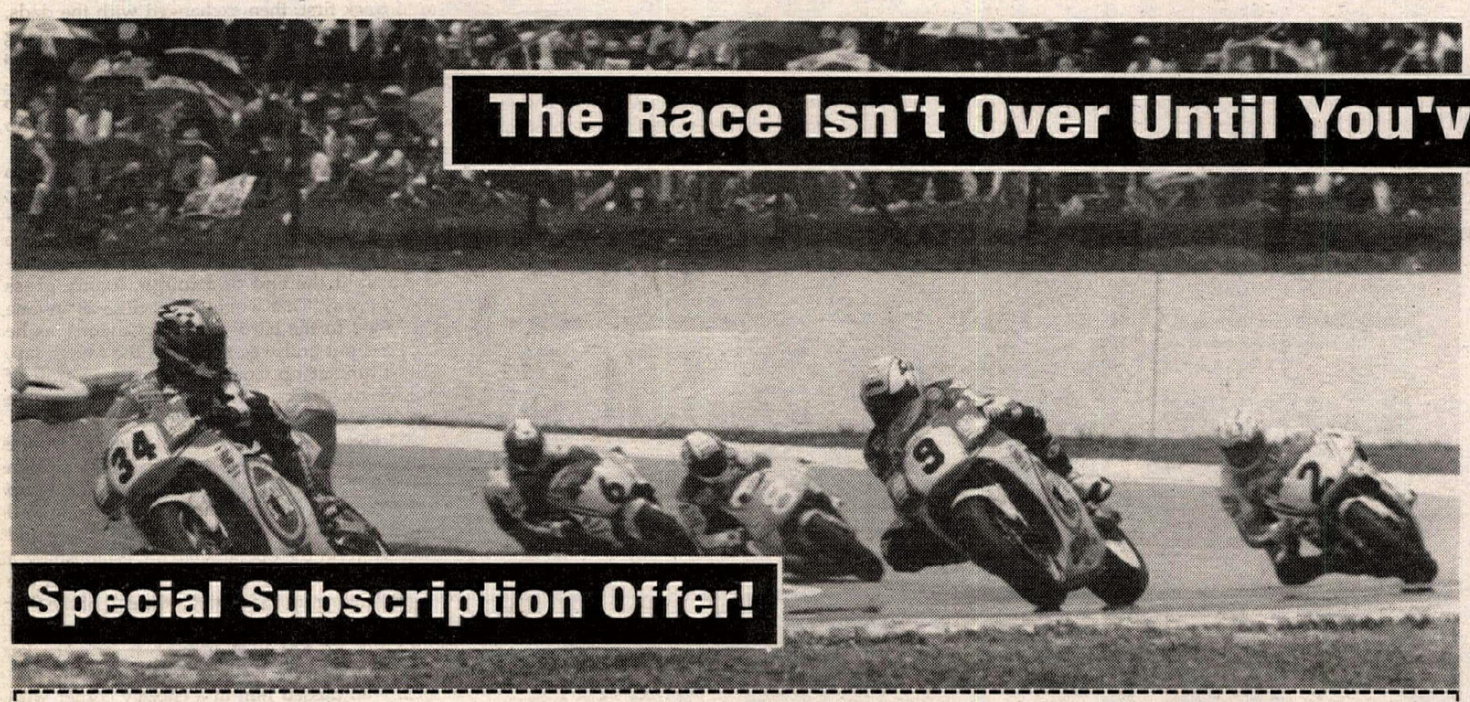

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EVENTS

Billy Schlag (87) passed Chuck Shirley (545) for the win at the Birch Creek MX.

250 C: 1. Tim Ritchie (Suz); 2. Todd Hotovy (Yam); 3. Mark Franklin (Kaw); 4. Craig Brady (Hon); 5. Jason Lee (Yam).

25+: 1. Bobby Wagner (Suz); 2. Larry Witmer (Suz); 3. Chuck Hamilton (Yam); 4. Carl Horvath (Kaw); 5. Rick Walsworth (Suz).

30+: 1. Larry Witmer (Suz); 2. Bobby Wagner (Suz); 3. Carl Horvath (Kaw); 4. Steve Yoder (Kaw); 5. Jeff Heaston (Kaw).

VINT D/D: 1. James Justin (Mai); 2. Kevin Kelly (Yam); 3. Ron Sarnik (Yam); 4. Jeff Doneth (Yam); 5. Chris Ruth (Yam).

VINT (1974): 1. Jeff Hill (Yam); 2. Tim Bowers (Pen); 3. Tom Lee (Oss); 4. George Nyers (Hon).

P/SCOOT: 1. Dan Carlton (Hon); 2. Tom Holsher (Hon).

Mitchell magnificent at Marysville Motocross

By John Silva

MARYSVILLE, CA, NOV. 21

Smart racing and a little luck helped NCY Yamaha-backed Donovan Mitchell take home the top honors in the 125cc Junior class at Marysville's Riverfront Park.

The 125cc machines were the first race of the day, and the starting line held a number of more experienced riders in addition to the Junior field. Lodermeier stunned his rivals by grabbing the holeshot; he was followed around the first turn by Intermediates Jimmy Pierce, Lance Bollens and Matt Gibb as well as Juniors Kevin Smith, Donovan Mitchell, and Wade Speyer. Lodermeier stayed cool out front, but was passed by Pierce, Bollens and Gibb halfway through the first lap. Lodermeier couldn't quite keep pace with the Intermediates, but his attempt did allow him to put distance on the Junior pack.

Lodermeier's lead began to shrink with Smith and Mitchell's battle bringing them into contention. Just prior to the white flag, Smith and Mitchell closed to within a few bike lengths of Lodermeier. Contact between Mitchell and Smith in the finish-area hairpin turn proved to be disastrous for Smith as he slammed his Yamaha into the clay. Smith remounted quickly to give chase, but Mitchell was out of reach and hot on the trail of Lodermeier. Mitchell tried to gain the advantage repeatedly during the final lap, but Lodermeier held on to win followed by Mitchell and Smith.

Lodermeier again holeshot moto two, but once again the more experienced riders passed on the first lap. Lodermeier, Smith and Mitchell were locked in a tight battle for the class lead. The battle continued until lap three when Smith fell in the same hairpin turn as in the first moto and retired from the race.

Lodermeier and Mitchell fought it out with never more than a few lengths between them. Mitchell almost had Lodermeier in a flat, sandy turn, but Lodermeier slammed the door. Mitchell challenged again and the bikes were side by side with Mitchell poised to possibly pass just as Lodermier's Honda came sputtering to a halt, out of gas. A puzzled Mitchell shook his head and roosted on to the finish to score first overall.

Results

250 PRO: 1. Danny Nelson (Kaw).

125 PRO: 1. Danny Nelson (Kaw).

VET PRO: 1. Tony Milner (Yam).

250 INT: 1. Matt Gibb (Hon).

125 INT: 1. Matt Gibb (Hon); 2. Jimmy Pierce (Kaw); 3. Lance Bollens (Hon).

250 JR: 1. Richard Morgan (Suz); 2. Brian Hanson (Hon); 3. Waylon Hall (Yam).

VET JR: 1. Jim Dallara (Hon).

VET BEG: 1. Darryl Mayer (Hon); 2. Del Citrimo (Hon); 3. Daryl Roberts (Hon).

OT MSTR: 1. Jack Baken (Kaw); 2. Thom Yuill (Hon); 3. Rich Schilling (Hon).

OT JR: 1. Don Flaner (Kaw).

80 (12-13): 1. Michael Patterson (Kaw).

80 (9-11): 1. Jesse Olson (Kaw).

80 BEG: 1. Michael Gorda Jr. (Suz).

P/W: 1. Johnathan Robertson (Yam).

125 JR: 1. Donovan Mitchell (Yam); 2. David Lodermeier (Hon); 3. Wade Speyer (Kaw).

250 BEG: 1. Lawrence Moroles (Hon); 2. Tim Stroup (Suz); 3. James Hubbard (Yam); 4. Bobby Funk (Hon); 5. Steve Tanti (Kaw).

125 BEG: 1. Dan DeNuzzo (Suz); 2. Stephen Faulkner (Suz); 3. Mike Johnson (Suz); 4. Kelly Hicks (Yam); 5. Ryan McCarthy (Kaw).

500 BEG: 1. Marco Ghiggia (Hon).

VET INT: 1. Gary Morris (Yam); 2. Creighton Todhunter (Suz); 3. Andy Warnock (Hon).

Templeton, Gerken take Birch Creek Motocross

By Jay and Sharon Hauser

DANVILLE, VA, NOV. 21

Suzuki of Winston-Salem/Hammerhead Graphics/ Team Boyesen rider Shane Templeton rode to both moto wins in the 250cc Pro class with strong performances, as Birch Creek Motorsports Park closed out its 1993 debut racing season.

Ian Fortune was the only rider to even keep Templeton in his sights, but could not work up a threat in either 250cc Pro moto. Kawasaki-mounted John Morfit cruised to third overall for the day by posting a 3-3 score over Pete Payne and Robbie Wakefield.

Templeton came back to score strong rides in the 125cc Pro class as well and gave Race Tech/AXO/Renthall/CTi-backed Billy Schlag a run for his money, but Templeton fell short of the top spot. Schlag captured both moto wins in excellent form while Templeton and South Carolina's Chuck Shirley rounded out the top three.

Robert Gerken has made a tremendous recovery to come back from major chest injuries, after a crash earlier in the year, to retain his spot as one of Virginia's top Senior riders. He swept the 25+ A and 30+ A classes via four moto wins.

"I just got back riding after my heart got crushed, and I love this place," Gerken said. " I'll be back."

While Gerken was able to prevail in the 30+ A class with relative ease, he was met with stiffer competition in the 25+ A divison by the likes of KTM pilot Rickey Joyce and local Allen Alford. Gerken used a steady drive to work to the front in both motos while Joyce was able to garner both runner-up spots. Alford traded moto finishes with Sandy Fulk to garner third overall. Fulk and recent 25+ A new-comer Sidney Williams rounded out the top five.

Charlotte NC's Brian Graham also made a strong showing in the Senior B class by taking home the victory in the 25+ B class with double moto wins. Graham came back to try his luck in the 30+ B class but could not match the pace set by class winner William Hobson.

Results

50: 1. Binny Orrell (Yam); 2. Buddy Bragi (Yam).

65: 1. Nick Warner (Kaw); 2. Isha Wood (Kaw); 3. Brandon Langdon (Kaw); 4. Lee Roberts (Kaw).

85 (7-11): 1. Bryan Weatherley (Kaw); 2. Travis West (Kaw); 3. Martin Perice (Kaw); 4. Nick Roberts (Hon).

85 (12-15): 1. Aaron Day (Kaw); 2. Josh Wood (Yam); 3. Zach McCoy (Hon).

85 (14-15): 1. Chris Brown (Kaw); 2. Mike Brown (Kaw); 3. Chris Baggett (Suz); 4. Jeff Rogers (Suz); 5. Brandon Grickland (Suz).

SCHBY: 1. Myles Scarno (Kaw); 2. Jake Starkey (Kaw); 3. Scott Beard (Suz).

125 A: 1. Billy Schlag (Kaw); 2. Shane Templeton (Suz); 3. Chuck Shirley (Yam); 4. Ian Fortune (Hon); 5. John Morfit (Kaw).

125 B: 1. Brandon Turlington (Hon); 2. Ramsey Bulkeley (Hon); 3. Sidney Williams (Kaw); 4. Brian Strong (Kaw); 5. Chris Gillispee (Suz).

125 C: 1. John Horne (Hon); 2. S. Ross (Kaw); 3. Travis Sharpe (Suz); 4. Richard Hester (Kaw); 5. Johnny Miles (Yam).

250 A: 1. Shane Templeton (Suz); 2. Ian Fortune (Yam); 3. John Morfit (Kaw); 4. Pete Payne (Kaw); 5. Robbie Wakefield (Hon).

250 B: 1. Brandon Turlington (Hon); 2. Danny Rich (Suz); 3. Robbie Flynt (Kaw); 4. Chris Anstead (Yam); 5. William Hobson (Yam).

250 C: 1. Freddie Lawson (Suz); 2. Dustin Floyd (Suz); 3. Kevin Rothrock (Hon); 4.

Jeff Hooks (Suz); 5. Rocky Foster (Kaw).

OPEN B: 1. Kevin Rothrock (Hon); 2. Denny Prillaman (Kaw); 3. Jerry Robertson (Hon); 4. Tom Haar (Hon); 5. Art Byrd (Hon).

TRL RDR: 1. Chris Gillespe (Suz); 2. Frankie McKinney (Suz); 3. Jerry Draper (Kaw); 4. Stanley Cole (Yam); 5. David Haiverton (Kaw).

25+ A: 1. Robert Gerken (Hon); 2. Rickey Joyce (KTM); 3. Allen Alford (Suz); 4. Sandy Fulk (Suz); 5. Sidney Williams (Kaw).

30+ A: 1. Robert Gerken (Hon); 2. Tim Wilkerson (Kaw); 3. Gary Bailey (Kaw); 4. Ron Rayle (Hon).

40+ A: 1. Gary Bailey (Kaw); 2. Nuke LoRicolo (Hon); 3. Buford Arnn (Suz); 4. Mike Bodenhamer (Yam).

25+ B: 1. Brian Graham (Kaw); 2. Tim Mantooth (Hon); 3. Mark Smith (Suz); 4. Paul West (Hon); 5. John Ransey (Yam).

30+ B: 1. William Hobson (Yam); 2. Brian Graham (Kaw); 3. Jeff Hooks (Suz); 4. Mark Smith (Suz); 5. Denny Prillaman (Kaw).

UL: 1. Ramsey Bulkeley (Hon); 2. Danny Rich (Suz); 3. Freddie Lawson (Suz); 4. Keith Hicks (Suz); 5. Johnny Miller (Hon).

Oeschle Jr triumphs at Java Hare Scrambles

By R.C.Grah:

JAVA, NY, NOV. 10

A red-hot John Oeschle Jr. dominated the the Expert class for the win and series overall point championship at the final round of the New York State Championship Hare Scrambles Series in Java, New York.

Ross Benson kept Oeschle Jr. honest by badgering him to the finish on a Suzuki. The Intermediate Experts were topped by Rich Daly. Series riders Scott Rich, Jeff Maekela, and Yamaha's Bruce Whyte followed Daly across the line.

The 200cc Amateur class points went to the wire as Kawasaki speedsters Scott Colvin and Dave Heider vied for position. Rich Graham holeshot and led for three miles before Colvin shot by and held on for the win. Graham bailed hard on lap two, handing second to Chris Walsh. Heider finished third, giving the series points win to Colvin.

In Open Am action, KTM's Dan Nicoloff finished the year strong with a win, but it was James Denk on a Honda finishing second and clinching the points race. John Steiner finished third with Kawasaki riders Larry Shufelt and Al Skillman rounding out the top five.

The Novices were out in force with Matt McCabe taking a long-awaited 200cc class win. Eric Graham was runner-up despite a recently operated-on shoulder. The 250cc class was waxed by Mike Johnson, who also scored the class points victory.

Results

EX: 1. J. Oeschle Jr. (Kaw); 2. R. Benson (Suz); 3. King (Yam).

INT EX: 1. R. Daly 2. S. Rich; 3. J. Maekela (Yam); 4. B. White (Yam).

200 AM: 1. S. Colvin (Kaw); 2. C. Walsh (Hon); 3. D. Heider (Kaw).

250 AM: 1. E. Morse (Kaw); 2. Fonzel; 3. Bowder; 4. Osborne (Suz).

OPEN AM: 1. D. Nicoloff (KTM); 2. J. Denk (Hon); 3. J. Steiner (KTM); 4. L. Shufelt (Kaw); 5. Al Skillman (Kaw).

VET INT: 1. R.Wierzba; 2. Jenson; 3. J. Fortner (Kaw); 4. R. Hertel (Yam); 5. Battone (Hus).

VET B: 1. Welch; 2. Boberg; 3. Springer; 4. D. Gubala (KTM); 5. Washiban.

SR A: 1. M. Larry; 2. J. Noto (Hon); 3. Gray.

SR B: 1. J. Oeschle (KTM); 2. Dennon.

S/SR: 1. J. Arcesi (Hon); 2. T. Grabowski (KTM).

200 NOV: 1. M. McCabe (Yam); 2. E.Graham (Kaw); 3. Boehnke; 4. E. Broberg (Kaw); 5. Zeiser.

250 NOV: 1. M. Johnson (Hon); 2. Bowden; 3. Noto; 4. Schatel; 5. M.Palumbo (Suz).

OPEN NOV: 1. Petrie; 2. Unger; 3. Proper (Hon); 4. Shaff; 5. Halfmore.

Stewart clinches title at West Warren Enduro

By Michael Snyder

WEST WARREN, MA, NOV 21

Although Husqvarna factory star Kevin Hines blistered the 63-mile course for his third overall win at the final round of the 1993 NETRA Championship Enduro series held in the small Massachusetts community of West Warren, the

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real story was the battle which took place behind the leader as rival contenders Kemp Stewart and Rick Claxton took their private war for overall honors right to the last check.

As the 130 competitors began venturing out onto the course, it wouldn't be until the first timed section, which was before the second check, that the race would begin to take shape when Hines rocketed through the tight, technical section to drop a 3:45 and assume control of the lead at that point.

Things remained fairly quiet until the riders motored through the flags at the fourth check, where Stewart managed to drop only a single point while everyone else in contention, including early leader Hines, all had a two written on their individual score cards.

After an eight mile road section, the competitors would come into the official gas stop which roughly marked the halfway point of the event. A quick look at the front-runners' score cards would reveal that Hines enjoyed a 48-second lead over Stewart as they both shared a score of five.

Hines would blitz through the 20-minute reset section and drop a three while Stewart could only muster a four.

The scores would remain the same until the last 10-mile section, which had the second security check. Hines stopped the clock at five flat through the flags, finishing the day with an eventual 13. Behind him, the battle between Claxton and Stewart would end with Stewart edging out his rival with a 5:06 compared to Claxton's score of 5:04. Although both competitors would claim a 14, after the tie-breakers were added up, Stewart edged out Claxton by a mere 35 seconds to claim second overall honors and his first NETRA enduro championship.

Results

O/A: 1. Kevin Hines.
H-PT A: 1. Mike Hines.
H-PT B: 1. Libersan Denis.
H-PT C: 1. Scott Cormier.
AA: 1. Kemp Stewart; 2. Rick Claxton.
B/W A: 1. Bob White; 2. Kerry Clarke; 3. Ron Stevens.
L/W A: 1. Bert Guerrette; 2. Jame Kelly; 3. Dave Gunn.
H/W A: 1. Duncan Broatch; 2. Mike Zahansky; 3. Dan Cowan.
VET A: 1. Max Parkes; 2. George Barrett; 3. Chris Cutter.
SR A: 1. Fred Burnham; 2. Steve Formanek; 3. Bill Johnson.
4-STRK A: 1. Bill Drummey; 2. Mark Giroux; 3. Rich Seymour.
S/SR A/B/C: 1. Gordon Razee.
B/W B: 1. Tim Murphy; 2. Rick Heins; 3. Sebastian Vernan.
L/W B: 1. James Roberge; 2. Mike Cyr; 3. Patrick Guiney.
H/W B: 1. Steve Kravitz; 2. Philip Steel; 3. Gary Ryan.
VET B: 1. Alan Verti; 2. Tom Hardy; 3. Layne Dutlinger.
SR B: 1. Jim Stoddard; 2. Robert Landry; 3. Nick Corwin.
4-STRK: 1. Kevin Jordan; 2. John Considine; 3. Matt Bingham.
B/W C: 1. Mike Stone; 2. Ken Atkins.
L/W C: 1. Herbert Fischer; 2. Richard Phipps; 3. Kevin Failluci.
H/W C: 1. John Grischuk; 2. Bob Edwards; 3. J.C. Zwick.
VET C: 1. David Cameron; 2. Don Zongol; 3. Richard Deseosiers.
SR C: 1. John Duquete; 2. Rick Mignanelli; 3. Don Prevest.
4-STRK C: 1. Jerry Ryan; 2. Sean Macdonough.

Harsha tops Fay at Salem TT

By Clay Light

SALEM, OR, NOV. 27

Rotax-mounted Jeff Harsha topped Washington's Mickey Fay in the evening's 20-lap Open Pro main event at the opening race of a five race TT series at the Oregon State Fairgrounds.

Harsha won the first Pro heat race ahead of Chris Fitzhugh and Don Wilson, while heat two was also a battle between National-number riders Fay, riding a Harley-Davidson, and Wood-Rotax rider Jeff Annen. Fay got around Annen to sit on the pole position for the main event.

Main events started off with Suzuki rider Mike Pierce winning the 65cc A main by a huge margin after doing likewise in the heat race for that class. The only real action in the main was the battle for the remaining trophy spots, such as Chris Waite and Cody Garvin's swapfest for second, which was won by Waite. Garvin, Matt McCoy and Sean Light filled in the top five.

Pierce also came back to top the 125cc A main to card a rare double-class win.

Twelve riders lined up tor the 26-lap Open Pro main event, which included nine AMA Experts - five with National numbers - and three Pro-Am riders. Fay sat on the pole, but Annen, Harsha and Fitzhugh pushed into the lead at the wave of the green flag. Coming out of the dog-leg, Fitzhugh and Fay tangled, and the pair went down, causing a restart.

Once things got settled down, Harsha took command and was never headed. Fay and Fitzhugh loomed in Harsha's shadow the entire race, but neither could get a wheel past him as the three established a good-sized lead over the battle between Experts Lars Trulson, Wilson, Annen and Troy Rose. Harsha held off Fay's advances to take a win aboard the Golden West Accessories/Evergreen Drywall/Valley Door-sponsored Rotax. Fay, Fitzhugh, Trulson and Wilson rounded out the top five.

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____125 A
____125 Youth 12-15
____Plus 25
____250 C Novice
____250 B Intermediate
____250/500 A
____Seniors 30-Up
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____Seniors 40-Up
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EVENTS

Martin Klossner (17) finished third in the 25+ Intermediate class at the Perris MX.

Results

OPEN PRO: 1. Jeff Harsha (Rtx); 2. Mickey Fay (H-D); 3.Chris Fitzhugh (Hon); 4. Lars Trulson (Yam); 5. Don Wilson (Rtx).

VINT A: 1. Buck Murphy (Tri); 2. Garry Roller (Suz); 3. Paul Mierz (Hon); 4. Hank Frenna (CZ); 5. Willie Ward (Yam).

OPEN SPTSMN A: 1. Paul Pieroli (Yam); 2. Aaron Waggoner; 3. Ken McCann.

OPEN KNBBY: 1. Ryan Leach (Suz); 2. Lars Trulson (Hon); 3. Roby Leach (Suz); 4. Gary Beyer (Hon); 5. Tony Williams (Hon).

250 A: 1. Tim Ricketts (Hon); 2. Dan Funderhide (Yam); 3. Carl Hills (Yam); 4. Trever Flath (Yam); 5. Gary Livingston (Hon).

125 A: 1. Mike Pierce (Yam); 2. Cathy Lorain (Yam); 3. Cindy Beckwith (Kaw).

85 A: 1. Mike Pierce (Suz); 2. Chris Waite (Kaw); 2. Cody Garvin (Yam); 4. Matt McCoy (Kaw); 5. Sean Light (Kaw).

80 A: 1. Eric Strong (Suz); 2. Joel Homan (Yam); 3. Stephanie Harsha (Yam); 4. Ashley Homan (Yam).

65 A: 1. Chris Waite (Kaw); 2. Joel Ard (Kaw); 3. Nick Davis (Kaw); 4. D.J Powell (Hon); 5. Matt McCoy (Kaw).

50 A: 1. Chris Waite (Yam); 2. Nick Davis (Yam); 3. Cody Sprague (Hon); 4. Duane Ash (M-M); 5. Randy Pesck (Yam).

30+ A: 1. Steve Haug (Yam); 2. Paul Pieroli (Yam); 3. Chris Fitzhugh (Hon); 4. Jay Terry; 5. Tim Mitchell (Yam).

40+ A: 1. Chuck Hodgson (Tri); 2. Hank Frenna (CZ); 3. Allen Morinville.

Decker doubles at Perris MX

By Tony Alessi

PERRIS, CA, NOV. 27

Craig Decker posted a victory in both the 125 and 250cc pro classes during round four of the GFI Fall Series at Perris Raceway.

Decker breezed to the 250cc Pro class victory by virtue of two start-to-finish moto wins. Corey Keeney finished second during both motos while Craig Canoy finished a lonely third ahead of Larry Linkogle and Jimmy Lavorci.

It was a tough go for Decker in the 125cc Pro class as he had to come from near last in both motos. At the start of the first moto, Decker and Team Green support rider Derek Natvig were both victims of a first-turn pile up and forced to come from the back of the pack. Meanwhile, Greg Schnell and Keeney were involved in an all-out battle for the lead which lasted for most of the first seven laps. Tragedy would strike Keeney when he slid out and lost control of his Kawasaki in a fast rough sweeper and crashed back to sixth.

About this time, Decker had moved into the top five and quickly picked off Lavorci for third and then Erick Hilton, a lap later, for second. That's as far as Decker would get; Schnell had built up an insurmountable lead for the moto win. Hilton, Natvig and Lavorci completed the top five.

The second moto mimicked the first as Schnell pulled a repeat holeshot with Keeney hot on his heels. Decker again had problems during the first lap, getting tangled up in trackside banners which caused him to drop to the back of the pack.

Decker was mired midpack until the halfway signal came out. At that point, Decker came to life and began to reel in the leading trio. Decker saw the two lap signal and methodically went to work, first passing Schnell. With one lap to go, Decker executed a perfect block pass on Natvig for second. Decker tried to pass Keeney on virtually every section of the race course, but it was too little, too late as Keeney motored to the win. Decker's 2-2 score was enough, though, for the overall win. CN

Results

50 BEG: 1. Joshua Brown (Yam); 2. Jacob Poole (Yam); 3. Cas Swift (Yam); 4. Matthew Thor (Yam); 5. Cheyenne Picard (Yam).

50 F/T: 1. Ricky James (Yam); 2. Daniel Brown (Yam); 3. Michelle Matthews (Yam).

50 STK NOV: 1. Mike Alessi (Yam); 2. Jesse Bowler (Yam); 3. Aron Tomota (Yam); 4. Steve Jackson (Yam).

50 S/STK NOV: 1. Tommy Cochran (Yam); 2. Michael Danko (Yam); 3. Justin Wilson (Yam); 4. Mike Alessi (Yam); 5. Mark Atkins (Yam).

50 S/STK EX: 1. Daniel Taft (Yam); 2. Justin Lavoie (Yam); 3. Rocky Oliver (Yam).

50 MOD NOV: 1. Tommy Cochran (Yam); 2. Justin Wilson (Yam); 3. Michael Danko (Yam); 4. Mike Alessi (Yam); 5. Brody Bolling (Yam).

50 MOD EX: 1. Bryan Matthews (Yam); 2. Daniel Taft (Yam); 3. Andrew Renshaw (Yam); 4. Ricky Oliver (Yam).

60 BEG: 1. David Sullins (Kaw); 2. Kane Thompson (Kaw); 3. Derrick McClintock (Kaw); 4. Daniel Taft (Kaw); Nicholas Wells (Kaw).

60 NOV: 1. Ross Garcia; 2. Dylan Lord (Kaw); 3. Chris Rogers (Kaw); 4. Cale Wallace (Kaw); 5. Daton Beavers (Kaw).

60 EX: 1. Emitt Kling (Kaw).

80 F/T: 1. David Sullens (Kaw); 2. Tony Leavitt (Kaw); 3. Pete Vice (Yam); 4. Derrick McClintock (Kaw).

80 BEG: 1. Josh Borges (Kaw); 2. David McFarland (Hon); 3. Dustin Ryley (Yam); 4. Ross Garcia; 5. Chris Rogers (Suz).

80 NOV: 1. Oscar Valdez II (Yam); 2. Sean Hamblin (Yam); 3. Dusty Walters (Yam); 4. Greg Andrew (Yam); 5. Bullfrog Newcomer (Hon).

80 INT: 1. Billy Payne (Kaw); 2. Jiri Dostal (Suz); 3. Danny Carlson (Kaw); 4. Bryan McGavran (Yam); 5. Monte Montague (Hon).

125 BEG: 1. Danny Montoya (Suz); 2. Eddie Nichols (Hon); 3. Kerry Vantienen (Yam); 4. Neil Alonzo (Suz); 5. Joshua Poole (Yam).

125 NOV: 1. Cliff Cook (Yam); 2. Jason Wood (Suz); 3. Cindy Cole (Suz); 4. Ryan Carroll (Hon); 5. Jimmie Deever (Hon).

125 INT: 1. Gabe Bolivar (Yam); 2. Bobby Navarro; 3. Lars Larsson (Yam); 4. Chip Rotan (Kaw); 5. Ryan Ragland (Suz).

125 PRO: 1. Craig Decker (Hon); 2. Greg Schnell (Suz); 3. Cory Keeney (Kaw); 4. Derek Natvig (Kaw); 5. Erick Hilton (Yam).

250 BEG: 1. Bryan Lamborn (Yam); 2. Mike Motter (Hon); 3. Wayne Zahrt (Yam); 4. Jeff McMillen (Yam); 5. Tony Edeson (Yam).

250 NOV: 1. Dennis Turner (Yam); 2. Eric Martin (Yam); 3. Jimmie Deever (Hon); 4. Ron Gilbert (Yam); 5. Cliff Cook (Yam).

250 INT: 1. Gabe Bolivar (Yam); 2. Lars Larsson (Yam); 3. Travis Roberson (Hon); 4. Joe Ryan (Suz); 5. Ryan Ragland (Suz).

250 PRO: 1. Craig Decker (Hon); 2. Cory Keeney (Kaw); 3. Crag Canoy (Kaw); 4. Larry Linkogle (Hon); 5. Jimmy Lavorci (Kaw).

500 BEG: 1. Dean Brown (Hon).

500 NOV: 1. Alan Kadlec (Hon); 2. Steve Reeves (ATK); 3. Brad Sloan (Hon).

500 INT: 1. Joe Fernandez (Kaw).

25+ BEG: 1. Mike Graham (Yam): 2. Don Deaton (Yam); 3. Shane Leyoen (Suz); 4. Tony Edeson (Yam); 5. Rob Morel (Yam).

25+ NOV: 1. Ron Gilbert (Yam); 2. Eric Beingesser (Yam); 3. Eric Martin (Yam); 4. Stan Galvez (Yam); 5. Giovanni Spinali (Yam).

25+ INT: 1. Travis Roberson (Hon); 2. Jon Zahrt (Yam); 3. Martin Klossner (Yam); 4. Larry Baker (Yam); 5. Eddie Davis (Yam).

30+ NOV: 1. C.T. Falk (Yam); 2. Bill Reimer (Yam); 3. Andrew Smith (Suz); 4. Mike Carr (Hon); 5. Robby Doty (Yam).

30+ INT: 1. Jim Henn (Kaw); 2. Robert Hedland (Suz); 3. Mark Stroup (Yam).

30+ PRO: 1. Pete Murray (Suz).

30 MSTR: 1. Larry Baker (Yam); 2. Rod Richardson (Yam); 3. Rob Engel (Yam); 4. Jon Zahrt (Yam); 5. David Sarian (Yam).

35+ NOV: 1. Joseph Spinali (Kaw); 2. Steve Fortune (Yam); 3. Skid Rowe (Hon); 4. Brad Sloan (Hon); 5. Mark Moore (Suz).

35+ INT: 1. Rod Richardson (Yam); 2. Tibor Papp (Hon); 3. Kenny Zahrt (Yam); 4. Jim Diyorio (Yam); 5. Robert Sheldon (Yam).

40+ AM: 1. Rich Hansen (Hon); 3. Wayne Carey (Hon).

40+ MSTR: 1. Carl Gazafy (Hon); 2. Gary Doggett (Hon); 3. Mike Marion (Hon); 4. Adrian Mesa (Yam); 5. Lars Larsson (Yam).

WMN: 1. Jodi Hollow (Suz); 2. Tami Rice (Suz); 3. Erin Donnelley (Suz); 4. Stacy Breamer (Yam).

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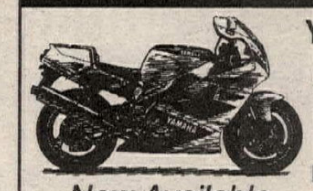
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A RIDER FOR THE RIDERS

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/27/94	Eastern Creek, Australia
4/10	Shah Alam, Malaysia
4/24	Suzuka City, Japan
5/8	Jerez, Spain
5/22	Salzburg, Austria
6/12	Hockenheim, Germany
6/25	Assen, Holland
7/10	Mugello, Italy
7/17	Magny-Cours, France
7/24	Donington, England
8/21	Brno, Czechoslovakia
9/11	Monterey, California
9/25	Buenos Aires, Argentina
10/2	Rio de Janeiro, Brazil
10/16	Catalunya, Spain

World C'ship Superbike Road Race Series

5/1/94	Donington Park, England
5/8	Monza, Italy
5/22	Albacete, Spain
5/29	Estoril, Portugal
6/12	Misano, San Marino
6/19	Hockenheim, Germany
7/17	Osterreichring, Austria
8/7	Anderstorp, Sweden
8/21	Johor, Malaysia
8/28	Sugo, Japan
9/11	Assen, Holland
9/18	Spa-Franchorchamps, Belgium
10/16	Mexico City, Mexico
10/23	Buenos Aires, Argentina

World C'ship 125cc MX Series

4/10/94	Chaulieu, France
4/24	Guaruja, Brazil
5/1	Cosquin, Argentina
5/15	Bellpuig, Spain
6/5	Hagabanene, Sweden
6/19	Kaposvar, Hungary
7/3	Marijump, Australia
7/17	Borgo Mag, San Marino
7/31	Goldbach, Germany
8/7	Foxhill, England
8/28	Borgloon, Belgium

World C'ship 250cc MX Series

3/20/94	Jerez, Spain
3/27	Valkenswaard, Holland
5/1	Schwanenstadt, Austria
5/8	Ernee, France
5/15	Gdynia, Poland
6/12	Lommel, Belgium
6/19	Foxhill, England
6/26	Holice, Czechoslovakia
7/10	Uddevalla, Sweden
7/17	Heinola, Finland
7/31	Budds Creek, United States
8/7	Maracay, Venezuela
8/21	Suzuka City, Japan
9/4	Gaildorf, Germany

World C'ship 500cc MX Series

4/10/94	Payerne, Switzerland
4/24	Sittendorf, Austria
5/8	Hawkstone Park, England
5/15	Kilinchy, Ireland
6/5	Sverepec, Finland
6/19	Mill, Holland
6/26	Blangies, France
7/3	Agueda, Portugal
7/17	Fokendange, Luxembourg
8/7	Namur, Belgium
8/21	Holzgerlingen, Germany

Motocross des Nations

9/11/94	Roggenburg, Switzerland

AMA Grand Nat'l C'ship Series

3/12/94	Daytona, FL
4/23	Sacramento, CA
5/1	San Jose, CA
5/7	*Bakersfield, CA
5/14	Pomona, CA
5/29	DuQuoin, IL
6/4	Mineralwells, WV
6/18	Dallas, TX
6/25	Lima, OH
7/2	*Harrisburg, PA
7/9	Lake Odessa, MI
7/16	Hagerstown, MD
7/23	*Sedalia, MO
7/30	Oklahoma City, OK
8/7	Peoria, IL
8/10	Rapid City, SD
8/13	Denver, CO
8/20	Indianapolis, IN
8/27	Mineralwells, WV
9/4	Springfield, IL
9/10	Castle Rock, WA
9/17	Sacramento, CA
9/25	San Jose, CA
10/1	*Bakersfield, CA
10/8	Pomona, CA
10/16	*Del Mar, CA

*Tentative
Info 614/891-2425

AMA National Championship Enduro Series

2/13/94	Lake Pleasant, AZ
2/20	Coalinga, CA
3/27	Turkey, TX
4/1	Perkinston, MS
6/5	Wrentham, MA
6/12	Wellston, OH
7/24	Rose City, MI
10/16	Lucerne Valley, CA
10/30	Bear, DE

Info: 614/891-2425

AMA National Championship Hare Scramble Series

1/30/94	Foursche Junction, AZ
2/6	Hollister, CA
3/27	Hurricane Mills, TN
4/10	Redding, CA
7/17	Kahoka, MO
7/31	South Edmeston, NY
10/9	Silver City, ID
10/23	Millfield, OH
11/6	Lynneville, IN

Info: 614/891-2425

International Six Day Enduro

9/20-25	Tulsa, OK

AMA Nat'l C'ship Reliability Enduro Series

3/19-20/94	Ozark National Forest, AR
4/16-17	Crosbyton, TX
4/23-24	Minden, NV
5/14-15	Tillamook, OR
5/21-22	Olympia, WA
5/28-29	McArthur, OH
6/25-26	McMinnville, OR
7/9-10	Speedsville, NY

Info: 614/891-2425

AMA Nat'l Hare & Hound Series

1/23/94	Lucerne Valley, CA
4/9	Jericho, UT
4/30	Wendover, JT
10/2	Reno, NV
10/23	Lucerne Valley, CA
11/6	Carson City, NV

Info: 614/891-2425

AMA Camel Supercross Series

1/15/94	Orlando, FL
1/22	Houston, TX
1/29	Anaheim, CA
2/5	San Diego, CA
2/12	Tampa, FL
2/26	Atlanta, GA
3/12	Daytona Beach, FL
3/19	Indianapolis, IN
3/26	Charlotte, NC
4/9	Pontiac, MI
4/16	Minneapolis, MN
4/23	Irving, TX
5/7	Seattle, WA
6/4	San Jose, CA
6/11	Las Vegas, NV

Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series

3/6/94	Gainesville, FL
5/22	Southwick, MA
5/29	Mt. Morris, PA
6/19	Sacramento, CA
7/3	Buchanan, MI
7/10	Budds Creek, MD
7/17	New Berlin, NY
7/31	Troy, OH
8/7	Millville, MN
8/14	Washougal, WA
8/28	Binghamton, NY
9/4	Delmont, PA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

3/8-13/94	Daytona Beach, FL
3/25-27	Phoenix, AZ
4/8-10	Pomona, CA
4/22-24	Braselton, GA
5/20-22	Monterey, CA
6/10-12	Elkhart Lake, WI
6/17-19	Loudon, NH
7/15-17	Lexington, OH
7/29-31	Brainerd, MN
8/19-21	Sonoma, CA

AMA/CCS C'ship Cup Series

12/12	SF W. Palm Beach, FL

Info 704/684-4297

AMA Mid-South C'ship Winter Hare Scrambles Series

12/5	Lynnville, IN
1/9/94	Bremen, GA
1/23	Tupelo, MS
2/6	Centerville, TN
2/20	Hohenwald, TN
3/6	Greenville, KY
4/17	Fordsville, KY

Info 615/331-1475

AMA Nat'l Arenacross Series

12/3-5	Rockford,IL
1/7-9/94	Ft Worth, TX
1/7-9	San Francisco, CA
1/14-16	Guthrie, OK
1/21-23	Topeka, KS
2/4-6	Lincoln, NE
2/11-13	Indianapolis, IN
2/18-20	Cincinnati, OH
2/25-27	Denver, CO

SRAC State C'ship Series

3/6/94	Colorado Springs, CO
3/13	Pueblo, CO
3/20	Erie, CO
3/27	Aurora,CO
4/10	Colorado Springs,CO
4/17	Pueblo, CO
4/24	Cheyenne, WY
5/1	Colorado Springs, CO
5/8	Erie, CO
5/14	Greeley, CO
5/21	Grand Junction, CO
5/28	Erie, CO
6/4	Colorado Springs, CO
6/12	Erie, CO
6/19	Cheyenne, WY
6/26	Colorado Springs, CO
7/10	Aurora, CO
7/17	Pueblo, CO
7/24	Cheyenne, WY
7/30	Erie, CO
8/6	Grand Junction, CO
8/14	Erie, CO
8/20	Erie,CO
8/27	Brighton, CO
9/10	Greeley, CO
9/18	Pueblo, CO
9/25	Colorado Springs, CO
10/2	Colorado Springs, CO

Nevada Rally

8/13-20	Las Vegas, NV

Info 619/562-1440

NETRA C'ship Turkey Run Series

12/12	Plympton, MA

Info 203/875-5757

NESC C'ship Motocross Series

3/27/94	Middleboro, MA
4/3	Southwick, MA
4/10	Middleboro, MA
4/17	Middleboro, MA
4/24	Southwick, MA
5/1	Middleboro, MA
5/8	Central Village, CT
5/15	Southwick, MA
5/29	Lewiston, ME
5/30	Lewiston, ME
6/5	Middleboro, MA
6/12	Southwick, MA
6/19	Central Village, CT
6/26	Southwick, MA
7/3	Lewiston, ME
7/4	Lewiston, ME
7/17	Southwick, MA
7/24	Middleboro, MA
7/31	Southwick, MA
8/7	Middleboro, MA
8/13	Lewiston, ME
8/14	Lewiston, ME
8/21	Central Village, CT
8/28	Southwick, MA
9/4	Lewiston, ME
9/5	Lewiston, ME
9/11	Southwick, MA
9/18	Middleboro, MA
9/24	Lewiston, ME
9/25	Lewiston, ME
10/2	Central Village, CT
10/9	Southwick, MA
10/16	Middleboro, MA
10/23	Southwick, MA
10/30	Middleboro, MA
11/6	Middleboro, MA

Info 413/772-0685

FTR C'ship Enduro Series

1/16/94	Charleston, SC
3/13	Ocala, FL
5/1	Olustee, FL
5/29	Richloam, FL
6/12	Daytona, FL

Info 407/264-0559

Castaic Lake, CA Motocross Track 805-294-0020

S.S.C. MOTO-X RACING — FMF — Boyesen

ANSWER Winter Warm-up Series

200% PRO PAYBACK
1. Dec. 12, 1993 Castaic Lake
2. Dec. 18, 1993 Castaic Lake
3. Dec. 19, 1993 Castaic Lake

Practice starts at 8:00 a.m.
Gate fee $8.00
Riders entry fee $25.00

The over all points winner in the 125cc, 250cc and Vet class will win a full set of ANSWER GEAR!

Every entry will receive a ticket and a chance to win one of the great products from our contingency sponsors.

WHITE Brothers — Tru-Tec
Dick Allen Yamaha Honda Kawasaki Inc.
24601 ARCH STREET - NEWHALL, CALIFORNIA 91321 - (805) 259-8460 FAX (805) 286-4349
RJD Racing (805) 933-1236 — HURRICANE Raceway — Bob's Krazy Brush — Paul Thede's RACE TECH
SCOTTS Performance Products — PRO STYLE LEVERS

1994 CRC Membership Available

TROPHY SERIES — WHEN & WHERE
December 12 — LACR — GP
December 19 — LACR — MX

5 Foot
1st Place Series Trophy
4 Foot
2nd Place Series Trophy
3 Foot
3rd Place Series Trophy
(All Classes With 5 or More Riders Qualify)
.Trophy Series Special

Win a 1994 Kawasaki Ride From Thousand Oaks Yamaha Kawasaki Racing
To The Following Classes:
Pee Wee • B1-B2 Nov.* • 80cc**
250-Beg., Nov.*** • 125-Beg., Nov.***
Jr., Vet.-Beg., Nov., Int., Exp***
Win a 1994 Kawasaki Ride, Get A Bike at cost Plus Parts at 30% Off Retail For The Entire Year Of 1994.
* Yamaha Ride ** Yamaha or Kawasaki Ride
***Kawasaki Ride
Big Bikes Have Option of KTM Ride.

GP Schedule

7:00 a.m.	Gates Open/Sign Up
8:00 a.m.	Parade Lap
8:30 a.m.	All 60cc-80cc
9:30 a.m.	Decade/vintage Jr. Vets (+25)
10:30 a.m.	CRC Vets (+30, +40)
11:30	Parade Lap
12:00 noon	All Nov., Int., Pro.
1:00 p.m.	All Beg.
2:00 p.m.	Team Race

Entry Fees
Mail $25.00 Post $30.00

Mail Entry To:
California Racing Club
37045 Ran Dr.,
Palmdale, CA 93550
CRC Info
(805) 272-8889

Win a 1994 Honda Ride From Simi Valley Honda
To The Following Classes:
80 - Beg., Nov., Int., Exp.
125 - Beg., Nov., Int., Exp.
250 - Beg., Nov., Int., Exp.
Vet. - Beg., Nov., Int., Exp.
Win a 1994 Honda Ride, Get A Bike at cost Plus Parts at 30% Off Retail For The Entire Year Of 1994.

GLEN HELEN Presents...

GHR CHAMPIONSHIP MOTOCROSS SERIES
No Membership Required — Everyone Welcome at Finals — 100% Pro Payback

December 19 CHAMPIONSHIP FINAL
Race Day Entry $25
Gate Fee $10
Overnight Camping Available

Over $40,000 In Season Passes To Qualified Riders Will Be Given Away At December 19 Final
MMF Racing

SCHEDULE
GATES OPEN AT 6:30 A.M.
Practice: 7:30 a.m. - 8:30 a.m.
Riders Meeting: 8:45 a.m.
RACING BEGINS 9:00 A.M.
• 6 Riders Make A Class
• Pee Wees Race On Separate Track

Contact: Joel Smith
(909) 880-3090

STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California
OPEN PRACTICE SCHEDULE:
Prac. Admission is $15.00 per bike, includes rider, spectators $4.00
OPEN PRACTICE TUESDAYS
9:00 a.m. - 2 p.m. & 4:00 p.m. - 10 p.m.
OPEN PRACTICE SATURDAYS
9:00 a.m. - 1 p.m. - The Track is groomed and watered
NEW Video Arcade, Concession Stand, Pay Phone MORE New Lights On Main Track!
All New Pee Wee Track, Double Size - Start Gate, GrandStands - Restrooms
Info Call: 714-855-2707

Tulare Cycle Park
Tulare, CA Event Calendar
Dec. 12 T.T. Dirt Track (Modern & Vintage)
Dec. 18 Open M.X. Practice
Jan. 15 Open M.X. Practice
All Events Motorcycles Only
M.X. Practice 9 a.m. to 2 p.m.
INFO: (209) 685-0503

STARCYCLE'S BIG ANNUAL

PARKING LOT SALE!

★ ★ Truckloads of Super Savings ★ ★

★ Closeouts ★ Overstocks ★ Specials

Many Items Below Cost!

• NGK Plugs:	Buy 3 get 1 FREE	• SHOEI VX-3 MX	$99.00
• Aluminum Loading Ramp	$29.88	• Bridgestone/Dunlop Knobbies	Cheap!
• Aluminum Work Stand	$34.88	• MOTUL 3100 Gallon	$14.88
• Goggles	$14.88	• 5 1/2 Gallon Gas Can	$16.95
• Brake Pads	From $9.88	• Tie-downs (Good Ones) Pair	$6.99
• Leather Jacket	$99.00	• O'Neal Geo 3 Gloves	$19.88

Name Brand Specials: • SHOEI • ARAI • BEL-RAY • SPECTRO • YOSHIMURA • METZELER • BIEFFE • K&N • KERKER • HEIN-GERICKE • FIELDSHEER • LOCKHART • O'NEAL

DON'T MISS THIS SALE!

Sat./Sun., Dec 11-12

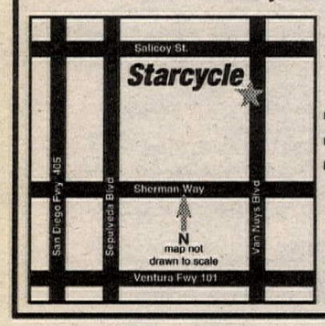
(In case of rain, prices valid 14 days)

★ TIRES! by the TRUCKLOAD

★ FREE! Set of Spoke Wrenches With Tire Purchase

★ ENDURO JUGS: 1Qt - $14.95 2Qt. - $19.95

Bring This Ad For FREE GIFT! No Purchase Necessary 1 Per Customer



StarCycle
7437 Van Nuys Blvd.
Van Nuys, CA 91405
818-782-R-A-C-E
(Sorry - NO CHECKS)

Cycle News Readers! The first to know!

GLEN HELEN
EVENT CALENDAR

Sun., Dec. 12	SRA GP
Sun., Dec. 19	GHR Championship MX Series Finals
Sun., Dec. 26	FREE Open MX Practice
Sun., Jan. 2	Open MX Practice
Sun., Jan. 9	Double Cross GP
Sun., Jan. 16	Glen Helen Contingency Motocross
Sun., Jan. 23	GFI Winter Series MX

WHAT'S HAPPENING
December 19
GHR Championship MX Series Finals
Qualified riders can win over $40,000 in season passes. Everyone welcome at Dec. 19 final.

PRACTICE INFO:
Thurs. Open MX Practice Two Tracks 8 a.m. to Dusk
GP Track Re-Preped From 12 p.m. - 1p.m.
Sat. Open MX Practice Two Tracks
8:00 a.m. - 12:00 p.m. GP Track
8:00 a.m. - 5:00 p.m. MX Track
Sun. Open MX Practice
8:00 a.m. - 5:00 p.m. on MX Track
** Track Watered & Prepped for Open Practice **
RACE HOTLINE: (909) 880-1733

County of Santa Clara, CA
MOTORCYCLE PARK
• 600 acres containing over 20 miles of beginner to advanced trails.
• Watered and groomed motocross and ATV tracks.
• Novice/beginner motocross and oval tracks.
• Two combined motorcycle and ATV tracks.
• Paved parking and shaded picnic sites.
• Park visitor center with exhibits and replacement parts sales.
For more information call: (408) 226-5223

Old Timers MX Association Race Schedule
Sun., Dec. 12 Sunrise Cycle Park MX CMC
Sun., Dec. 19 LACRW MX CRC
(Final Points Race for 1993)
For Information Call (714) 633-9503

CASTAIC LAKE, CA Race Track
OPEN MOTO-X PRACTICE
TUESDAYS 1PM TO DUSK / SATURDAYS 9 AM TO 2 PM
$12 PER RIDER, INCLUDES PARKING
SPECTATORS FREE
INFO: Shane Trittler Promotions (805) 294-0020

WEEKLY.
Not Monthly.
CYCLE NEWS

SRA GP California Schedule

Members		Non Members
Dec. 12	Toys For Tots G.P.	Glen Helen
Jan. 23	Soboba Indian Reservation	

Info (714) 957-2985

CALENDAR

FTR C'ship Hare Scrambles Series

1/8-9/94	Ocala, FL
1/29-30	Bradenton, FL
2/5-6	Ft. Myers, FL
3/5-6	TBA, FL
3/19-20	Orlando, FL
4/9-10	Ocala, FL
5/14-15	Titusville, FL

Info 407/264-0559

SETRA C'ship Enduro Series

1/16/94	Charleston, SC
1/30	Wedgefield, SC
3/6	Pelion, SC
3/13	Palatka, FL
3/27	Lenoir, NC
5/1	Olustee, FL
5/22	Maxeys, GA
5/29	Richloam, FL

Info 205/872-4286

SETRA C'ship Hare Scramble Series

12/12	Cochran, GA
1/9/94	Maxeys, GA
2/6	Willington, SC
2/20	Holly Hill, SC
4/3.	Piney Woods, GA
4/17	Dallas, GA
4/30	Charlotte, NC
5/15	Maxeys, GA

Info 706/468-1328

Canadian Supercross Series

4/16/94	Toronto, Ontario
9/10	Montreal, Quebec

LaPlaya MX GP Series

2/27/94	Rosarito, B.C., MEX
5/22	Rosarito, B.C., MEX
8/14	Rosarito, B.C., MEX
10/2	Rosarito, B.C., MEX
12/4	Rosarito, B.C., MEX

Info (001-52-661) 22525

CMRRA YSR Road Race Series

12/11-12	Perris, CA

Info 909/674-2007

CMRRA 50cc-125cc C'ship Road Race Series

2/6/94	Lake Perris, CA
3/6	Palomar, CA
4/3	Lake Perris, CA
5/14-15	Phoenix, AZ
6/5	Palomar, CA
7/2-3	Lake Perris, CA
8/7	Lake Perris, CA
9/2-4	Reno, NV
10/8-9	Phoenix, AZ
11/6	Palomar, CA
12/3-4	Lake Perris, CA

Info 909/674-2007

MTEG Ultracross Series

1/22/94	Anaheim, CA
2/26	San Diego, CA
3/12	Seattle, WA
6/18	Salt Lake City, UT
6/25	Kansas City, MO
8/TBA	Detroit, MI
10/TBA	Las Vegas, NV
10/	Denver, CO

Info 714/254-3001

AMA Amateur Supercross Series

1/22/94	Houston, TX
1/30	Anaheim, CA
2/6	San Diego, CA
2/12	Tampa, FL
2/26	Atlanta, GA
3/20	Indianapolis, IN
3/26	Charlotte, NC
4/16	Minneapolis, MN
4/24	Dallas, TX
5/8	Seattle, WA
6/5	San Jose, CA
6/12	Las Vegas, NV

AMA Florida Winter Series

1/1-2/94	Gainesville, FL
1/8-9	Ocala, FL
1/22-23	Dade City, FL
1/29-30	Gainesville, FL

GFI Racing North Winter Motocross Series

1/2/94	Brentwood, CA
1/9	Hollister, CA
1/16	Sacramento, CA
1/23	TBA, Rain date
1/30	Brentwood, CA
2/6	Oakdale, CA
2/13	TBA, Rain date
2/20	Hollister, CA

209/673-8080

WSMC Road Race Series

12/18-19	Rosamond, CA
1/15-16/94	Rosamond, CA
2/19-20	Rosamond, CA
3/19-20	Rosamond, CA
4/16-17	Rosamond, CA
5/14-15	Rosamond, CA
6/18-19	Rosamond, CA
7/16-17	Rosamond, CA
8/20-21	Rosamond, CA
9/17-18	Rosamond, CA
10/15-16	Rosamond, CA
11/19-20	Rosamond, CA
12/17-18	Rosamond, CA

Info 805/256-1234

WSDRA Dirt Track Series

1/9/94	Rosamond, CA
1/23	Rosamond, CA
2/6	Rosamond, CA
2/20	Rosamond, CA
3/5	Rosamond, CA
3/19	Rosamond, CA
4/2	Rosamond, CA
4/16	Rosamond, CA
4/29	Rosamond, CA
5/16	Rosamond, CA
5/21-22	Rosamond, CA
6/4	Rosamond, CA
6/18	Rosamond, CA
7/9	Rosamond, CA
7/23	Rosamond, CA
8/6	Rosamond, CA
8/27	Rosamond, CA
9/10-11	Rosamond, CA
9/30	Rosamond, CA
10/14	Rosamond, CA
10/29	Rosamond, CA
11/12	Rosamond, CA
11/26	Rosamond, CA
12/10	Rosamond, CA

Old Timers MX Assn MX Nationals

4/2-3/94	TBA, CA
4/16-17	Boise, ID
4/30-5/1	Marysville, CA
4/28-29	TBA, WA
6/4-5	Edmonton, AL., Can.
6/18-19	Mammoth Lakes, CA
7/2-3	Duncan, B.C., Can.
7/16-17	TBA, WY
7/30-31	TBA, OR
9/3-4	Fernley, NV

Info 714/633-9503

Central Arizona Trials Series

1/9/94	Phoenix, AZ
1/23	Florence, AZ
2/6	Phoenix, AZ
2/20	Phoenix, AZ
3/13	Phoenix, AZ
3/27	Phoenix, AZ
4/24	Phoenix, AZ
5/15	Prescott, AZ
5/29	Flagstaff, AZ

Info 602/938-6607

DECEMBER						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

• Denotes Pro Payback

Fri, Dec 10

NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

Dec 10-12

MEXICO DUAL SPORT
Team Dual Dogs/Baja Promotions Trails of San Felipe. Hotel Las Misiones, San Felipe. Info: 818/701-1913.
MICHIGAN ARENACROSS
Darden Motor Sports. Michigan State Fair, Detroit. Info: 313/229-9719

Sat, Dec 11

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA SPEEDWAY KARTS
Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
OREGON SPEEDWAY
•Dirt Kart Racing Association, Clackamas County Fairgrounds, Canby. Info: 503/666-2342

Dec 11-12

OREGON MOTOCROSS
Curry County Fairgrounds Indoor MX, Gold Beach. Info: 800/525-2334 or 503/247-4541.
CALIFORNIA MINI ROAD RACE
CMRRA, Lake Perris Raceway, Perris. Info: 909/674-2007.

Sun, Dec 12

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
ARIZONA MOTOCROSS
• GFI Arizona. Phoenix Raceway Park, Wittmann. Info: 602/437-5767.
CALIFORNIA GRAND PRIX
Racing E[illegible] CANCELED [illegible]sbad Raceway, [illegible]sbad. Info: 619/484-1441.
CALIFORNIA GRAND PRIX
SRA, Toys for Tots. Glen Helen, San Bernardino. Info: 714/957-2985
CALIFORNIA GRAND PRIX
SRA. Glen Helen OHV Park, San Bernardino. Info: 714/957-2985.
CALIFORNIA GRAND PRIX
CRC "Merry Christmas" G.P., LA County Raceway, Palmdale. Info: 805/272-8889
CALIFORNIA ROUGH SCRAMBLE
AMA/D-36, Chicken Ranch Racing. Argyll Park, Dixon. Info: 916/989-4938.
CALIFORNIA DIRT TRACK
Tulare TT - Modern & Vintage, Tulare Raceway, Tulare. Info: 209/685-0503.
CALIFORNIA HARE SCRAMBLES
Dirt Diggers M.C., Hwy. 395, Spandler Hills, Red Mountain. Info: 909/883-5259.
CALIFORNIA MOTOCROSS
Motowest Racing, Round #12 Hi-Point Series, Metcalf M/C Park, San Jose. Info: 408/223-8168 or 637-2073.
CALIFORNIA MOTOCROSS
• GFI. Oatfield MX Park, Turlock. Info: 667-7109.
CALIFORNIA MOTOCROSS
Old Timers/CMC. Sunrise Cycle Park, Adelanto, CA. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
• Shane Trittler Promotions/"Winter Warm-Up" Series, Castaic Lake MX Track, Castaic. Info: 805/294-0020.
FLORIDA ROAD RACE
• AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.
FLORIDA MOTOCROSS
Reeves Promotions. County Line Raceway, Ona. Info: 813/751-2116.
FLORIDA MOTOCROSS
Motocross of Marion County, Regional Championship, Reddick. Info: 904/591-2050 or 591-2377.
FLORIDA MOTOCROSS
• So. Fl. Mx Warm-Up Series, Club Motosport Mx Park, Clewiston. Info: 407/368-5882.
GEORGIA HARE SCRAMBLE
SE&TRA Santa Claus Hare Scramble, Cochran. Info: 706/468-1328.
GEORGIA MOTOCROSS
Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.
KANSAS HARE SCRAMBLE
K.O.R.R. Championships Sprockets II 1-man. Info: 316/636-5113.
MASSACHUSETTS TURKEY RUN
NETRA. Toys for Tots. Plympton. Info: 203/875-5757.
NEW YORK MUD SCRAMBLE
Square Deal Riders M/C. SDR Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
MISSOURI MOTOCROSS
Midwest Racing Association/Forsyth Ranch, Long Lane. Info: 417/345-5621
NEW YORK SPEEDWAY
C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Fall Series, Lenoir. Info: 704/758-4342 or 919/921-2322.
NORTH CAROLINA MOTOCROSS
Warm up Carolina Winter Series, Montrose Motocross, Raeford. Info: 919/875-3805.
OHIO HARE SCRAMBLE
Sunset Ramblers M/C of Galion, Galion. Info: 419/562-6931 or 419/683-3102.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
OREGON MOTOCROSS
Motocross Northwest/Clarks Branch Cycle Club, Roseburg. Info: 503/673-1671.
SOUTH CAROLINA MOTOCROSS
Low Country MX. Hardeeville. Info: 803/757-4226.
TEXAS MOTOCROSS
Oso Creek Motocross Par, Corpus Christi. Info: 512/852-7368.
WASHINGTON ARENACROSS
CMC/Webb Hill Raceways, Northwest Areancross Nationals, Evergreen State Fairgrounds, Monroe. Info: 206/854-0769.

Fri, Dec 17

NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth

City. Info: 919/335-7412 or 804/489-2797.

Sat, Dec 18

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA MOTOCROSS
• Shane Trittler Promotions/"Winter Warm-Up" Series, Castaic Lake MX Track, Castaic. Info: 805/294-0020.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
KENTUCKY INDOOR MOTOCROSS
Action Sports Promotions Inc./AMA, Freedom Hall, Kentucky State Fairgrounds, Louisville. Info: 614/594-6686.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

Dec 18-19

CALIFORNIA ROAD RACE
• Willow Springs M/C. Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

Sun, Dec 19

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
CALIFORNIA MOTOCROSS
GFI Warm-up. Sand Hill Ranch, Brentwood. Info: 209/524-7103.
CALIFORNIA MOTOCROSS
GHR C'ship Series. Glen Helen Raceway, San Bernardino. Info: 909/880-3090.
CALIFORNIA MOTOCROSS
CMC Marysville. Riverfront Park, Marysville. Info: 916/695-2727.
CALIFORNIA MOTOCROSS
CRC. LA County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
• Shane Trittler Promotions/"Winter Warm-Up" Series, Castaic Lake MX Track, Castaic. Info: 305/294-0020.
CALIFORNIA GRAND PRIX
Two hour Endurothon Series, San Jose Speedway, Monterey Gate. Info: 408/224-4412 or 408/295-6906.
FLORIDA MOTOCROSS
ProSports USA Super Challenge. Orlando Motocross Park, Orlando. Info: 407/568-2271.
FLORIDA MINI MOTOCROSS
ProSports USA C'ship Final round. Orlando Motocross Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Reeves Promotions. County Line Raceway, Ona. Info: 813/751-2116.
KENTUCKY INDOOR MOTOCROSS
Action Sports Promotions Inc./AMA, Freedom Hall, Kentucky State Fairgrounds, Louisville. Info: 614/594-6686.
MISSOURI MOTOCROSS
Midwest Racing Association/Forsyth Ranch, Long Lane. Info: 417/345-5621
NEW YORK SPEEDWAY
C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Fall Series, Lenoir. Info: 704/758-4342 or 919/921-2322.
OKLAHOMA MOTOCROSS
Muskogee. Info: 918/683-0585.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
SOUTH CAROLINA MOTOCROSS
AMA/ Hammer'n Hank Promotions/D-29. 1994 Winter Series opener. Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.
WASHINGTON ARENACROSS
CMC/Webb Hill Raceways, Northwest Arenacross Nationals, Evergreen State Fairgrounds, Monroe. Info: 206/854-0769.

Fri, Dec 24

NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

Sat, Dec 25

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.

Sun, Dec 26

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
CALIFORNIA DUAL SPORT
Tour N' Trail Promotions. KTM of Mojave, Mojave. Info: 818/362-9709
CALIFORNIA MOTOCROSS
Motowest. Hollister Hills MX Park, Hollister. Info: 408/223-8168 or 637-2073
NEW YORK SPEEDWAY
C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
SOUTH CAROLINA MOTOCROSS
Low Country MX. Hardeeville. Info: 803/757-4226

Fri Dec 31

CALIFORNIA OFF-ROAD
Budweiser/Bud Light/Bud Dry/Fud Racing/FRT. Superstition C'ship Series, The Dunaway Dash. Plaster City West, El Centro. Info: 619/427-5759.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

Sat, Jan 1

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MARATHON
Sand Hill Ranch, Brentwood. Info: 209/524-7013.
WEST VIRGINIA INDOOR MOTOCROSS
Action Motosports Promotions/AMA, Civic Center, Huntington. Info: 614/594-6686.

Sun, Jan 2

CALIFORNIA MOTOCROSS
GFI North Winter MX Series Rd. 1, Sandhill Ranch, Brentwood. Info: 209/673-8080.
FLORIDA MOTOCROSS
Reeves Promotions, County Line Raceway, Ona. Info: 813/751-2116.
GEORGIA MOTOCROSS
Wings & Wheels, Bremen Mx, Bremen. Info: 404/941-8464.
KENTUCKY OFF ROAD/POKER RUN
Daniel Boone Motocross Park, London. Info: 606/877-1364.
NEW YORK MUD SCRAMBLE
Square Deal Riders M/C, SDR Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
TEXAS SWAP MEET
6th Annual Winter Expo, Show, Swap Meet, Convention Center, Arlington. Info: 214/216-5520.
WASHINGTON ARENACROSS
CMC/Webb Hill Raceways, Northwest Arenacross Nationals, Evergreen State Fairgrounds, Monroe. Info: 206/854-0769.
WEST VIRGINIA INDOOR MOTOCROSS
Action Motosports Promotions/AMA, Civic Center, Huntington. Info: 614/594-6686.
WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset Lodge, Fort Atkinson. Info: 414/353-5920

Jan 7-9

CALIFORNIA ARENACROSS
• Mike Kidd Promotions, AMA Nat'l Arenacross Series, Cow Palace, San Francisco. Info: 817/834-2298.
TEXAS ARENACROSS
• Mike Kidd Promotions AMA Nat'l Arenacross Series, Will Rogers Coliseum, Ft Worth. Info: 817/834-2298.

Jan 8-9

FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Ocala. Info: 407/264-0559.
OREGON MOTOCROSS
Curry County Fairgrounds Indoor MX, Gold Beach. Info: 800/525-2334 or 503/247-4541.

Sun, Jan 9

CALIFORNIA MOTOCROSS
GFI North Winter Series Round 2, Hollister Hills OHV, Hollister. Info: 209/673-8080.
CALIFORNIA DIRT TRACK
WSDRA, 3/8 mile, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
GEORGIA HARE SCRAMBLE
AMA/Mid-South C'ship Winter Series, Brehman. Info: 615/331-1475.
GEORGIA HARE SCRAMBLE
SE&TRA Cherokee Hare Scramble, Maxeys. Info: 706/453-4882 or 706/543-1967.
OHIO HARE SCRAMBLE
Sunset Ramblers M/C of Galion, Galion. Info: 419/562-6931 or 419/683-3102.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
TENNESSEE MOTOCROSS
Dallas Ricker, Winter Motocross Series, Dallas Ricker Racing Complex, Greeneville. Info: 615/234-0772.
WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset Lodge, Fort Atkinson. Info: 414/353-5920

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

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_____

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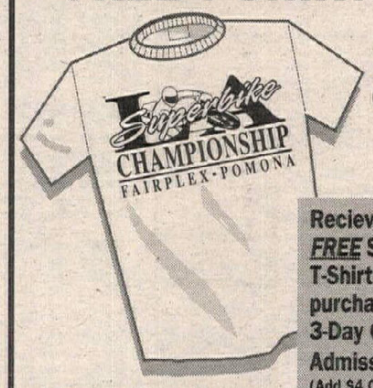

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What's New?...
- ★ Kevin Schwantz - World Champion
- ★ '93 GP Review
- ★ '93 European (Spain) RR Grand Prix
- ★ '93 Italian RR Grand Prix
- ★ Bonzai Blackwater
- ★ 1993 Blackwater 100
- ★ "Showtime" Jeremy McGrath
- ★ Barry Sheene - Champion

■ MOTOCROSS ■■■

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles-Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focuses on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 /50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for this first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82D) '93 Spanish RR Grand Prix
55 minutes from Motovideo.

(#83D) '93 Italian RR Grand Prix
55 minutes from Motovideo.

(#80D) '93 Japanese RR Grand Prix
55 minutes from Motovideo.

(#93D) '93 Austrian RR Grand Prix
55 minutes from Motovideo.

(#84D) '93 German RR Grand Prix
55 minutes from Motovideo.

(#86D) '93European (Spain) RR Grand Prix
55 minutes from Motovideo.

(#87D) '93 Dutch RR Grand Prix
55 minutes from Motovideo.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A)Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#403A) 1991 World Superbike USA
Doug Polen and Scott Russell established their rivalry at the Brainerd USA round of the 1991 World Superbike Series, the last World Superbike race run in the US. 55 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

■ SPEEDWAY ■■■

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

■ CRASHES ■■■

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147A) Bonzai Blackwater
"High Muddy Water" - the sequel to "Mud Wars" features the latest footage from Blackwater '93 with the most current, thrilling, and spine tingling view of the insanity of this famous motorcycle and ATV extravaganza. 55 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

■ VINTAGE ■■■

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the illhandling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and morel 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 minutes from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO ■■■

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

■ INSTRUCTIONAL & TECHNICAL ■■■

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, and make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#18) "Showtime" Jeremy McGrath
It's America's supercross sensation, Jeremy McGrath, in his all-new whirlwind video. Highlights Jeremy's record-breaking '93 season and gives you the inside scoop on Jeremy at practice and play in Southern California. If you're a big Jeremy McGrath fan, you'll have to own this up close and personal documentary. 90 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#100) Rick Johnson's ""Motovation"
Rick Johnson shows your how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

■ DRAG RACING ■■■

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

■ MOVIES ■■■

(#14) Harley Davidson:® The American Motorcycle
All motorcycle fans will love this exciting trip through the past century of motrcycle history - including everything about the legend of Harley-Davidson. Join Hoyt Axton & nine other famous hosts in the world's only authorized H-D video. 73 minutes from Motovideo.

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

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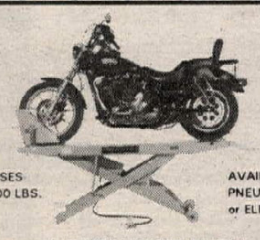

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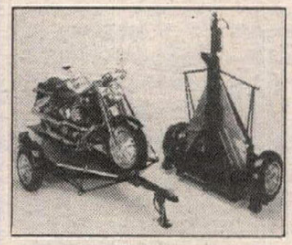

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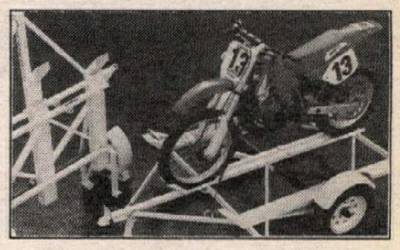

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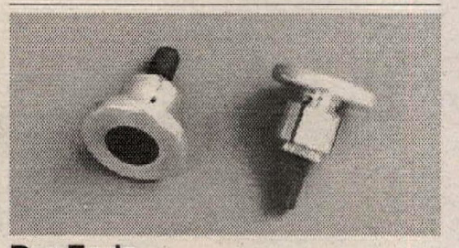

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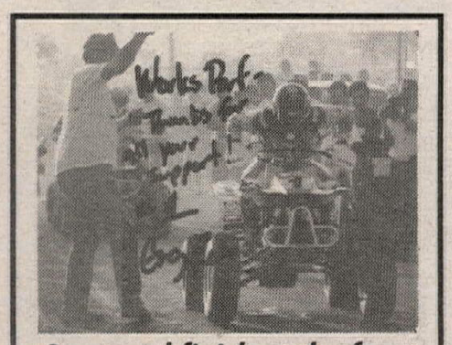

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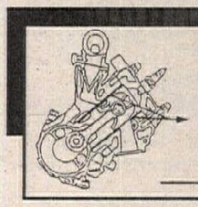

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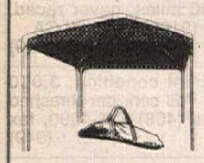

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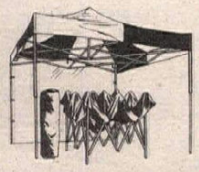

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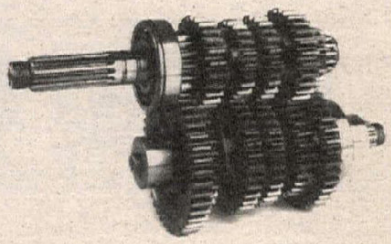

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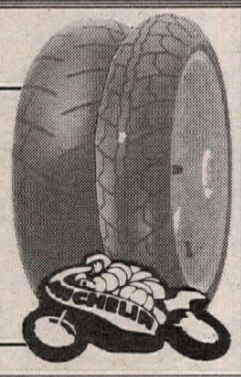

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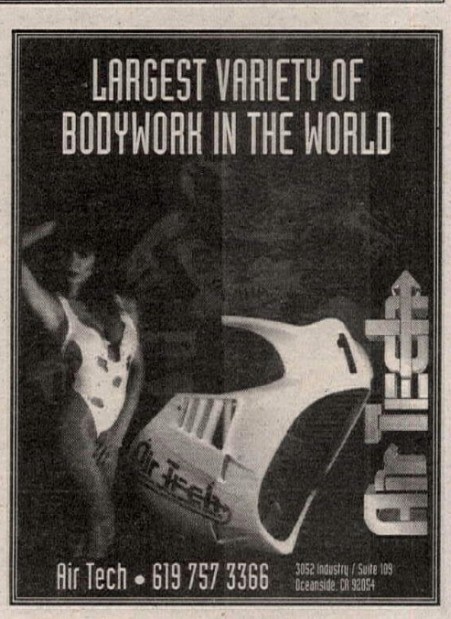

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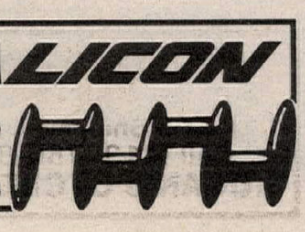

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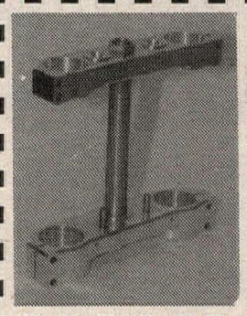

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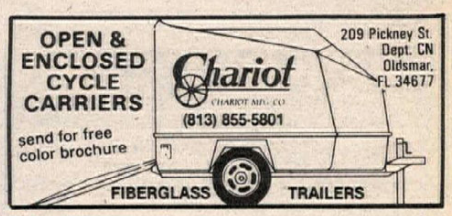

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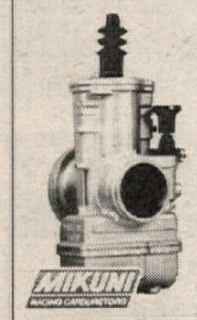

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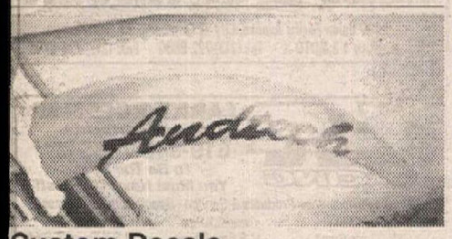

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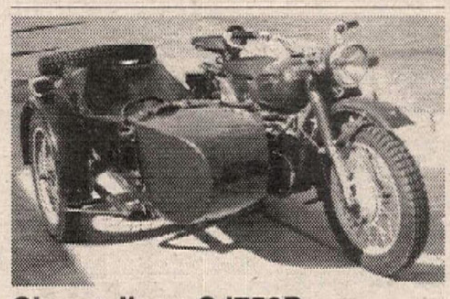

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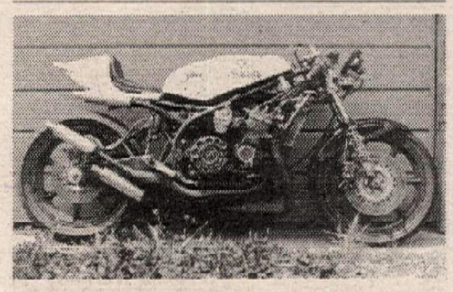

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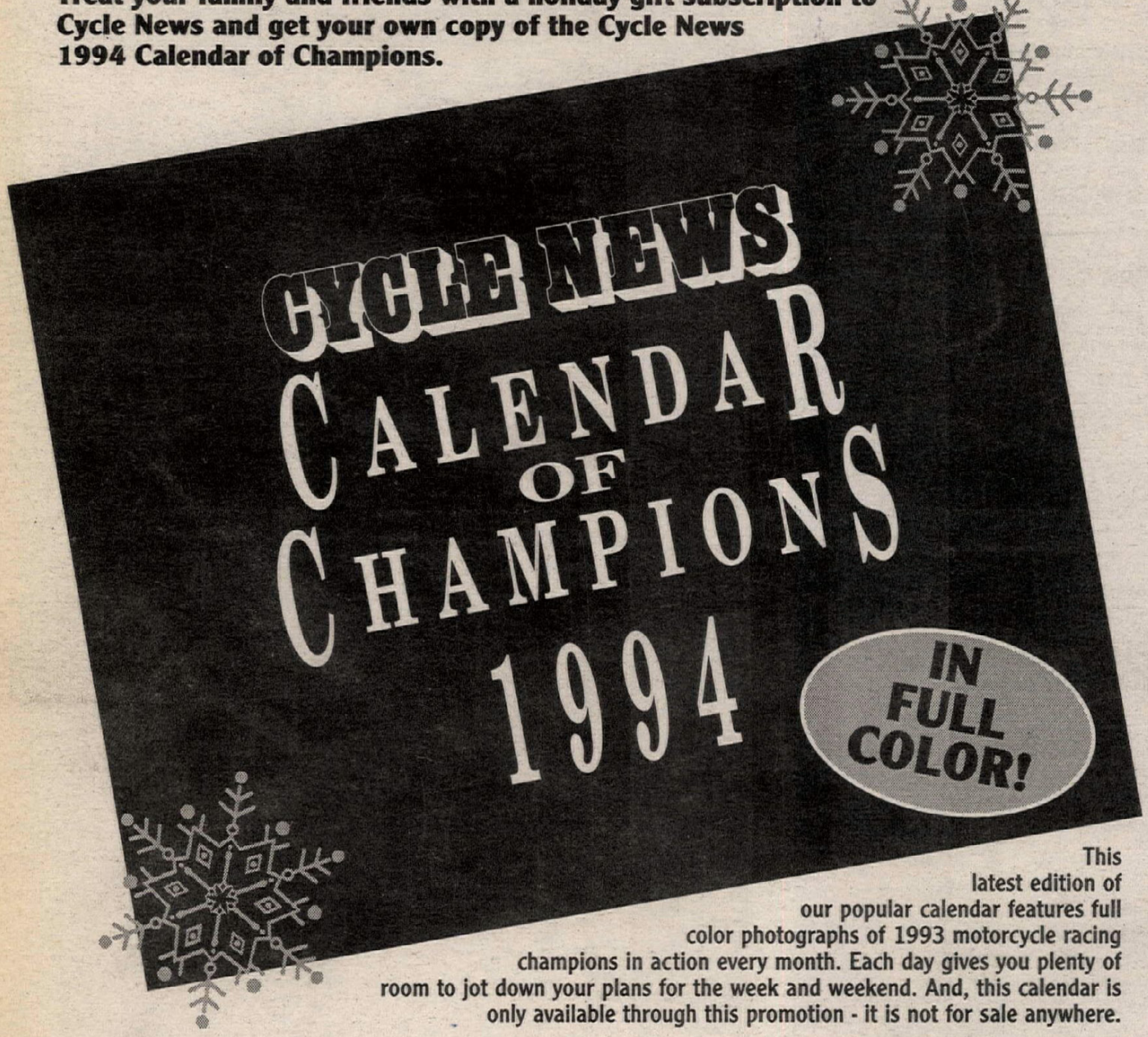

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